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The Hongkong Telegraph

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IMPERIAL AIRWAYS PROGRESS.

EMPIRE AIR ROUTES IN CONTEMPLATION.

COMPANY NOW IN STRONG POSITION.

CHAIRMAN RESIGNS.

London, Sept. 7. The part being played by the Imperial Airways, Limited, in establishing air routes throughout the Empire was stressed at the annual general meeting held in London to-day.

Sir Eric Geddes, who presided, announced his resignation from the chairmanship of the Company, stating that he did so with regret, though it was very desirable that he should give his undivided attention to the Dunlop organisation now that the Imperial Airways was set on a straight course with fair weather ahead.

The Company's net profit for last year, he said, was £27,667 and the Directors recommended a dividend of five per cent, the first dividend that the Company had paid.

Outstanding Success.

Sir Eric Geddes said that the weekly Cairo-Baara service was the outstanding success of the Board, which had successfully urged the Government to support the other links necessary to complete the Empire air communication routes.

One of the main features of the new agreement which has been reached, provides for the establishment of a new weekly service between England and India.

Rapid Development.

The Company expected rapid development of this service, and it was intended that it should become a bi-weekly service immediately the amount of traffic justified the venture.

Provision has also made for the transfer to the Imperial Airways on favourable terms of two large three-engined all-metal flying boats.

Sir Eric mentioned that the subsidies earnable by the Company commencing from April 1st, 1929 would eventually reach £2,500,000 compared with £200,000 received up to the present date.

The remaining part of the sum mentioned would be earned by the existing agreements if the Company found sufficient support in its early years.

London to Cape and Australia.

Air routes from London to the Cape and from London to Australia were easy of accomplishment for commercial purposes, and the Company had in mind schemes for these routes.

An extraordinary general meeting of the Company afterwards, agreed to alterations in the Articles of Association to permit the ratification of the agreement with the Government, and also to prevent the shares of the company coming within foreign influence and control.—Reuter.

Shares for Government.

Under the new agreement mentioned by Sir Eric Geddes, the Company are asked to issue to the Secretary of State for Air 25,000 deferred shares of £1 each, credited as fully paid.

During the period of the agreement these shares would have no dividend rights until after the ordinary shareholders had received ten per cent, on paid up capital. After the expiry of the new agreement the deferred shares were to be entitled to one half of the profits available for distribution in excess of the sum representing ten per cent, on the ordinary paid up capital.

Shareholders were also asked to ratify further alterations to the Articles of Association designed to preclude any possibility of foreign interest or control. The necessary resolutions were carried unanimously.—British Wireless.

Australian Venture.

Canberra, Sept. 7. The Government has accepted the tender of the West Australian Airways for a regular airmail service between Perth and Adelaide, to be worked in conjunction with inward and outward British liners. The service will result in the saving of two days on the Sydney mails.—Reuter.

OBITUARY.

FORMER SECRETARY OF THE C.M.S.

London, Sept. 7. The death is announced of Dr. Eugene Stock, former Secretary of the Church Missionary Society.

PATRIOTIC SPEECHES.

SHORT SRIFFT FOR PRO- SOVIET RESOLUTION.

T.U.C. AGAIN SLAPS RUHR EVACUATION PROBLEMS.

VALUELESS GENEVA DISCUSSION.

BERLIN CERTAIN FRANCE IS ADAMANT.

SEVEN MORE YEARS.

SHIRKING FOR PRO- SOVIET RESOLUTION.

PIRATE FORTRESS STORED.

LEADER OF BIAS BAY GANG TAKEN PRISONER.

TORTURE DEN FOUND.

SHIRKING FOR PRO- SOVIET RESOLUTION.



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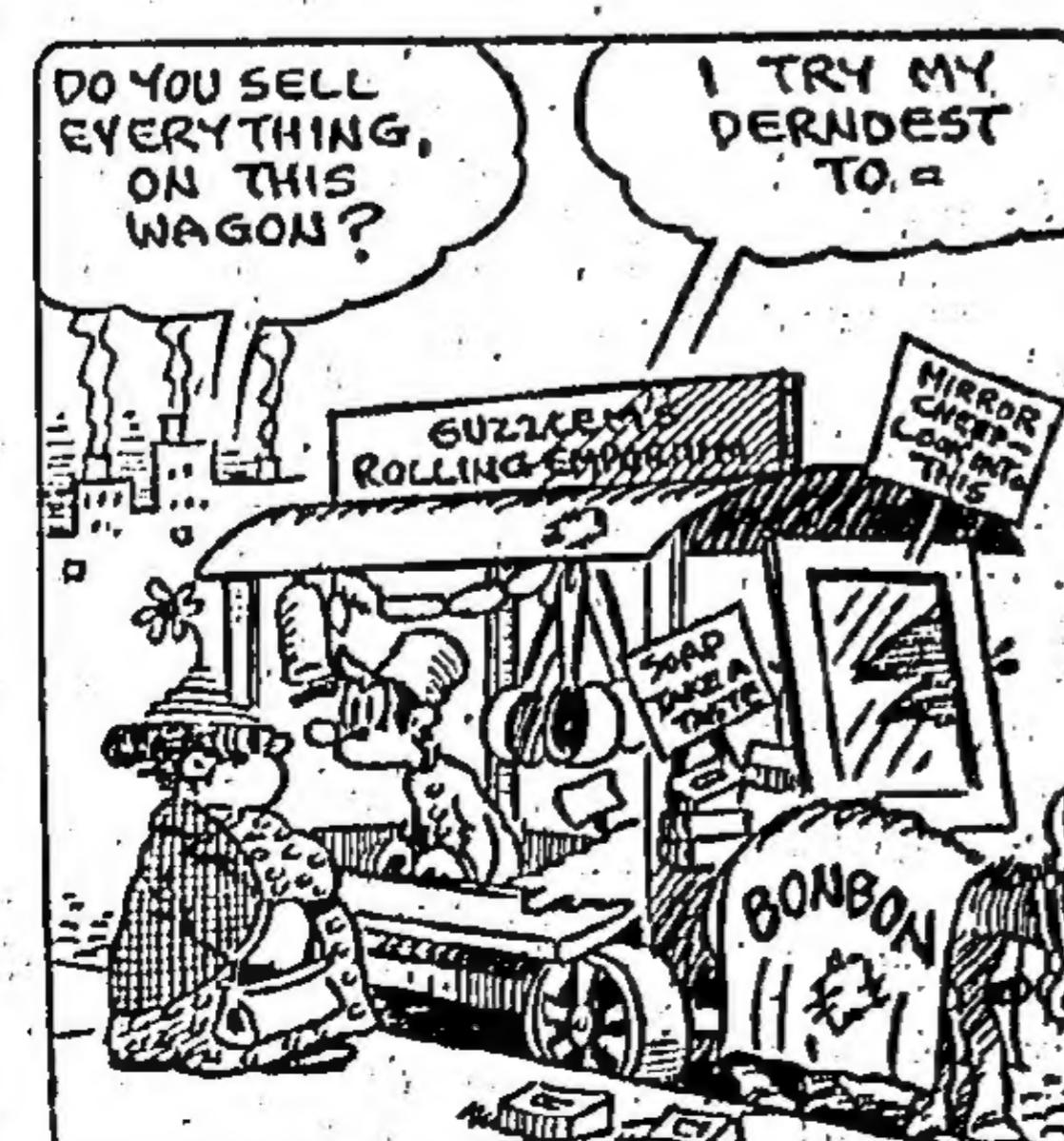
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WOMAN ROBBED.

RETired BANKER FORMERLY IN CHINA.

London, Sept. 7. The death has occurred of Mr. George William Thomson.—Reuter. [Mr. G. W. Thomson was a retired banker who at one time was a prominent figure in Far Eastern financial circles. An Aberdeen man, born in 1845, he came East in 1870 for the Oriental Bank and remained in China and Japan until 1883.

Mr. Thomson was first in Shanghai, and had a commission in the Volunteer Artillery there in 1870. In 1877, presumably while on leave, his ship was wrecked off Cape Guardafui, and he published an account of his experiences. After he left the East, he founded the first European bank established in Persia (1888) and for his services to that country received the Order of the Lion and Sun. In 1891 he founded the African Banking Corporation, of which he was Chief Manager for eighteen years, and a Director for eleven years.

In the intervals of banking, Mr. Thomson indulged a capacity for writing, publishing a number of poems, travel articles etc. He was much travelled and was a member of many societies. He was on the Council of the Japan Society. During the Great War he equipped and commanded volunteers, though he was seventy years of age. He retired from active life in 1920 and has died at the advanced age of 83. He was married twice, and leaves three sons and two daughters.]

NO NONSENSE.

JAPANESE ATTITUDE
TOWARD CHINA.

Tokyo, Sept. 7.

Prior to his departure last night to Osaka, en route to Shanghai, Consul General Yada conferred with the Premier with regard to the China situation when, it is understood, he was instructed to endeavour to induce the Chinese authorities to suppress the anti-Japanese boycott, which, it is feared, though still sporadic, may spread. If it spreads, the Government is bound to regard it as most serious and, may be, will be forced to take steps, though it is still hopeful that Nanking will show sincerity by preventing its spread.

Consul General Yada, it is also understood, was instructed to take firm stand against economic discrimination generally.

So far as the question of Treaty revision is concerned, he will take no steps. In the meantime the Government will continue a watchful attitude, awaiting China's next move.

Regarding Nanking's intention in applying the tariff on October 1, it is intimated that the Japanese Government will not accept enforcement unless a conference is first held to consider the matter, as it considers the step illegal.

Talks with Japanese officials give the impression that the Government attitude is stiffening and that it intends to show Nanking that it is not prepared to stand any nonsense.—Reuter.

BRITISH FOREIGN MINISTER.

SIR AUSTEN CHAMBERLAIN'S
DEPUTIES.

London, Sept. 7.

While Lord Cusden, the acting Foreign Minister, is at Geneva, Earl Balfour has acted as Minister in charge, but he has now gone to Scotland, and in accordance with earlier arrangements Lord Birkenhead has assumed charge of the Foreign Office.

Lord Birkenhead's responsibilities, which he will discharge until Lord Cusden returns, will be mainly of routine nature, such as signing documents.—Reuter.

YOUNG GIRLS FACE SERIOUS CHARGES.

The hearing was commenced before Mr. W. Schofield at the Kowloon Magistracy yesterday afternoon of the case against one man and three girls who were arrested in connection with a highway robbery committed on an elderly Chinese woman at Sau Kok Pak, near Castle Peak, on August 22.

Mr. Somersett Fitzroy appeared for the Crown and Mr. Leo d'Almada represented the fourth defendant, one of the girls. Mr. Horace Lo defended the second defendant at one of the previous hearings, but this defendant was not represented yesterday.

Outlining the case for the Crown, Mr. Fitzroy said that the man stood charged with participation in a highway robbery by two or more, while the girls were arraigned on charges of aiding and abetting in the perpetration of the offence.

Witness said that, as he understood it, all mashes "bubbled over" in this hot weather.

DISTILLERY CASE.

MAGISTRATE DISCHARGES
TWO DEFENDANTS.

The case in which the licensee, the accountant and two experts of the Tai Tung native distillery were charged with conspiracy to defraud the Revenue department, was continued before Mr. R. E. Lindsell yesterday.

Mr. M. K. Lo, who represented the defendants, asked Mr. Taylor whether he was aware that the chief expert of the distillery was away from the Colony on certain dates.

Mr. Taylor agreed that the man had been away but could not give the dates.

Mr. Lo then suggested that, in the absence of the chief expert, in the hands of another man the mashes in brew often "bubbled over" and that might account for some difference in the final results.

Witness said that, as he understood it, all mashes "bubbled over" in this hot weather.

No Case to Answer.

Addressing the Magistrate at the close of Mr. Taylor's evidence, Mr. Lo submitted that his clients had no case to answer on the charge of conspiracy brought against them. Mr. Lo said he was a little surprised that, instead of instituting proceedings for any alleged breach of regulations, Mr. Lloyd should have seen fit to "repro" the defendants and have them arrested and charged under common law conspiracy.

Mr. Lo then cited authorities to show what exactly was conspiracy in law and exactly what kind of evidence was admitted in such cases. He contended that the prosecution had not shown conspiracy and that there was no evidence against the defendants of conspiracy at all.

The licensee of the firm, said Mr. Lo, was seldom in the distillery according to the prosecution's own admission, and Mr. Lo said he could not see how that person could be charged with having conspired with the others at all. In the same way, one of the other defendants had been away from the Colony for some period and it was also difficult to understand where there was ground to convict him on a charge of conspiracy. He submitted that a *prima facie* case had not been made out.

After hearing Mr. Lloyd, his Worship discharged the licensee and the accountant and added that although there was a strong case under the Distillery Ordinance, he did feel justified to alter the charge. As regards the two experts, his Worship said he could consider their position and if he decided, after going through the depositions, that there was evidence against them, he would permit the charge to be amended.

His Worship then remanded the two defendants until Wednesday at noon.

THIRD LIBERTY LOAN.

U.S. TREASURY OFFERING BONDS.

Washington, Sept. 7. The Treasury is offering \$8525,000,000, nine month certificates at 4½ per cent, to refund the outstanding Third Liberty Loan.

This is the first time in the year that the Government has paid such high interest.—Reuter's American Service.

complainant to the path in order that the robbery could be committed."

Sub-Inspector Cargill went into the witness box and produced copies of photographs taken of the scene of the robbery.

The complainant was called and after corroboration of facts, detailed by the Prosecutor the case was adjourned.

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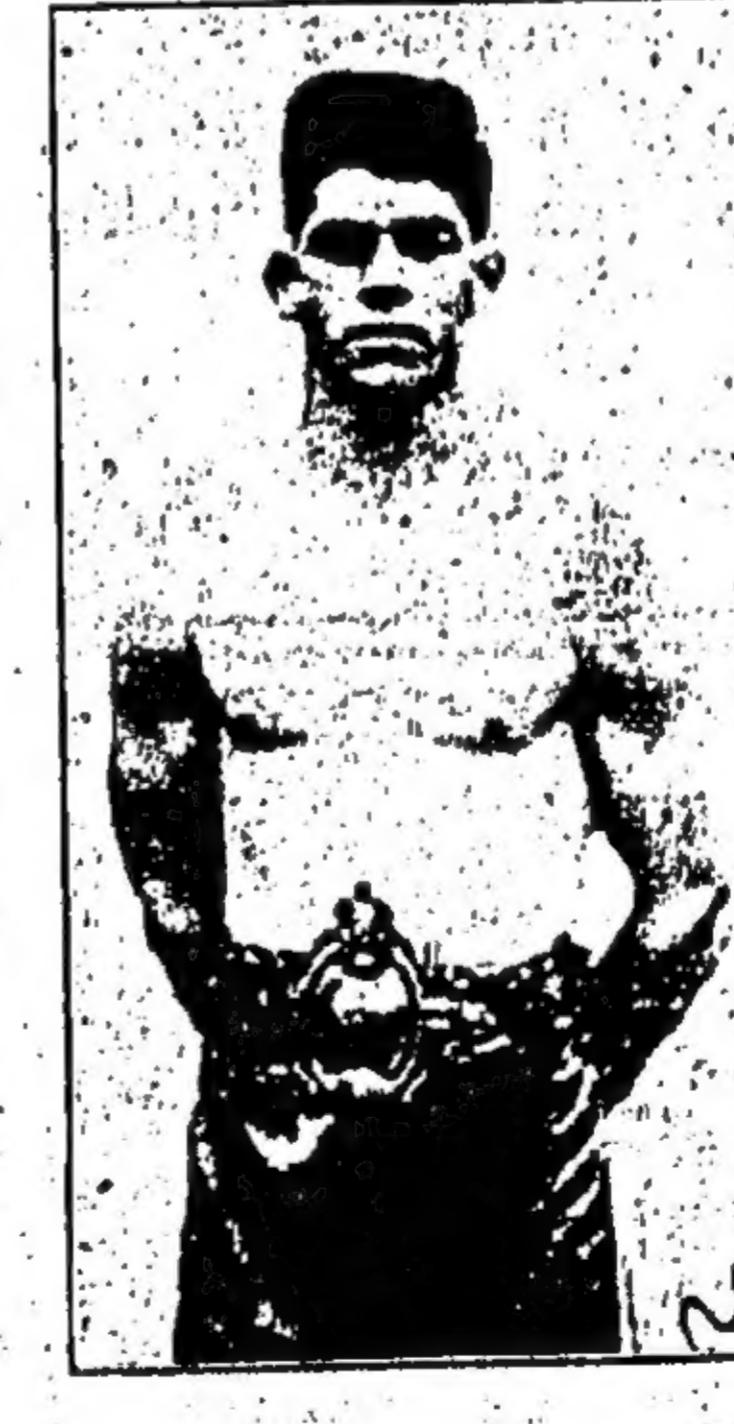
Group taken at the wedding in Scotland of Mr. W. Orr, of Partickhill, and Miss J. Vernon, of Rutherglen, Glasgow. The bridegroom figured prominently in the Sunning piracy. After being injured, he took part in the defence of the ship on the bridge.



A photograph of the striking scene at the Menin Gate, Ypres, when 11,000 pilgrims of the British Legion took part in the Service of Remembrance. Photo: (Central News).



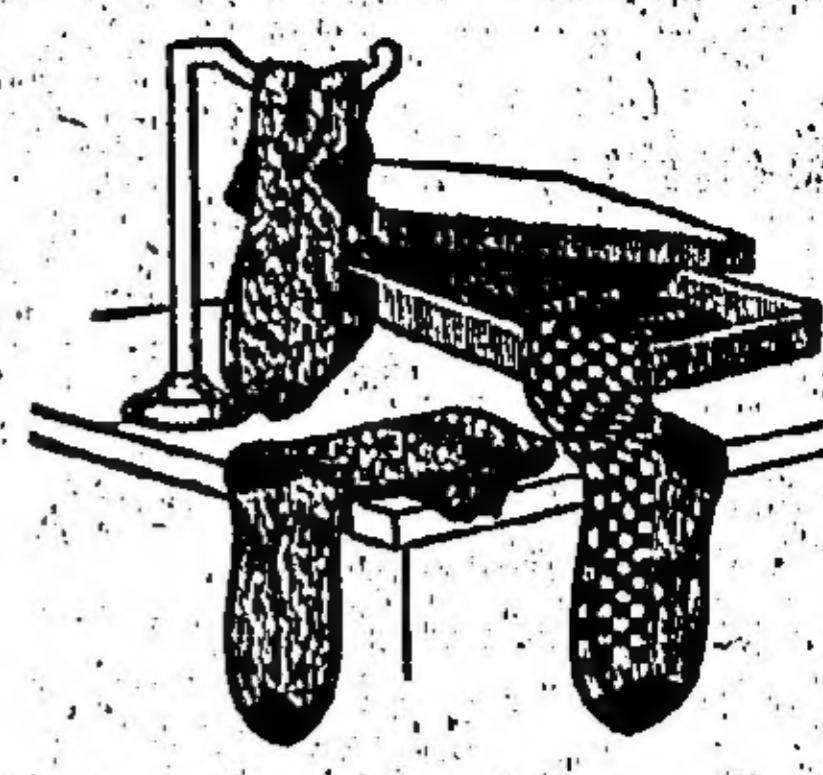
These two charming young ladies will figure in a tableau at the Grand Tattoo. They are (left) Miss Maria Luiza Cervolra de Albuquerque, only daughter of the Consul-General for Portugal in Hongkong and Madame Albuquerque; and (right) Miss Maria Amalia Tamagnini Barbosa, daughter of H. E. the Governor of Macao and Madame Barbosa. The former will represent Portugal and the latter "Britannia."



Left, Jock Crighton, a leading welterweight, who has come out East on H. M. S. Cornwall; centre, Williams, of Canada, being chaired at the Olympic Games after winning the 100 and the 200 metres; right, Leading Stoker Mann, H. M. S. Cornwall, heavyweight champion.



Snapped at the Olympic Games. Left to right: Tsuruta (Japan), winner of 200 metres breast-stroke being congratulated by Badsmacher (Germany); Miss E. Catherwood (Canada) who won the high jump; H. R. Pearce (Australia), winner of single sculls, with Dutch girls; Brausein Schroeder (Germany), winner of 200 metres breast stroke. (Photos: Central News).



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New Advertisements.

NOTICE.

DR. ASGER, DENTAL SURGEON, has removed his office to Kayamally Building, 20-22 Queen's Road Central.

NOTICE.

We have this day moved our offices to Kayamally Building, No. 22, Queen's Road Central.

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INSURANCE AGENCY.—A first-class British office require Agents for the transaction of Fire Insurance for Hongkong and vicinity. Only firms with established connections will be considered. Apply Box No. 414, care of "Hongkong Telegraph."

HONGKONG JOCKEY CLUB.

Draft Programmes and Entry Forms for the Sixth Extra Race Meeting to be held on Saturday, 6th and on Monday 8th October, 1928, (weather permitting) may be obtained at the Race Course, Hongkong Club, and Causeway Bay Stables.

Entries will close at 12 o'clock noon on Saturday, 22nd September.

NOTICE.

The V.R.C. are holding their second Night Fete for this season on Saturday, the 8th September, 1928, commencing at 9 p.m. SWIMMING—WATER POLO—A TEAM RACE—A BAND & DANCING.

Come and see the best swimming to be seen in the Colony. All are welcome.

Booking at the V.R.C.

C. J. COOKE,
Hon. Secretary V.R.C.
Hongkong, 5th September, 1928.

HONGKONG AMATEUR FOOTBALL LEAGUE.

Midweek Minor League.

Clubs in membership are advised that in place of the Junior "B" Division of the League, it has been decided to run a Midweek Minor League to be played on Wednesdays. The Rules for this League will be the same as for the others with the exception that no player who plays in Saturday games will be eligible to play in this Division. Entrance fee \$20 to accompany the application. Entries will close on the 12th.

W. E. HOLLANDS,
Hon. Secretary.

CHURCH NOTICES.

To-morrow the Fourteenth Sunday After Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hongkong, September 9, 1928, 14th Sunday after Trinity. Choral Eucharist 8 a.m. Children's Service 10.15 a.m. Peak Sunday School 10 a.m. Matins 11 a.m. Preacher: Rev. W. T. Featherstone. Evening 6 p.m. Preacher: Rev. N. V. Koop.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Substance." The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

S. D. A. Hall—No. 7, Duddell Street, first floor, Sunday night, September 9th, at 8.30 p.m. Sermon given by Pastor Lyman W. Shaw, "Seven Words that Smashed the League of Nations."

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MORE CUTS IN RAIL FARES.

WEEK-END TICKETS EXTENDED.

Week-end railway tickets are available to hundreds of towns to which they have not hitherto been issued, and, in addition the period has been extended to five days.

This is the latest and boldest of a series of moves in the campaign to encourage travel and popularise the railways. It was announced unexpectedly by the four great railway groups recently.

Together with the drastic cuts in the fares for suburban journeys which are introduced in most of the larger cities of the country, it may prove a severe blow to the competing road transport undertakings.

The new arrangements were announced in the following statement issued by the Railway Companies' Association:

"Commencing on August 24, week-end tickets will be available for five days, from 4 a.m. on Friday to Tuesday midnight, and the minimum fares will also be reduced from 8s. 6d. 1st class and 6s. 3rd. class to 4s. 1st class and 2s. 6d. 3rd. class.

Single Fare and a Third.

"The outward journey may be made by any train on Friday, Saturday, or Sunday, and the return journey by any train on Saturday, Sunday, Monday, or Tuesday. The return fare will be single fare and third.

"It will be noticed that the scope of week-end tickets has been considerably widened and that more facilities than in pre-war days will be obtainable.

"The reduced minima will bring within the arrangement a large number of places to which week-end tickets cannot now be obtained."

The most important effect of the extensions in London will be the opening up to week-end travellers of all the towns lying in a belt between 15 and 20 miles from the London stations.

Conch Firm's Reply.

The news came as a surprise even to officials of the railway companies, and the road transport companies have not had time to consider the effect it may have on their business. It does not appear, however, to have disturbed them greatly.

The managing director of Messrs Samuelson's Saloon Coaches, Ltd.—a firm that operates a number of daily road services between several Midland towns and London—told me that he did not think fares were the determining factor in the success of road transport.

"I think," he said, "it all hinges on this: we provide the poor man's motor-car. There are many people with quite large incomes who want a car and cannot afford one. They could travel by rail if they wanted to do so, but they prefer the roads to get views of the country.

"We have another great advantage over the railways. If a man buys a cheap railway ticket he will probably have to travel in a crowded train and stand in a corridor, whereas every ticket sold for a motor-coach journey is for a reserved seat without extra charge, since only as many tickets are sold as there are seats in the coach. I shall not reduce my charges, and I do not think that other firms will do so."

A similar view was expressed by Mr. A. D. Mackenzie, traffic manager of the South-down Omnibus Company, which runs many services between London and the South Coast.

"Too Late."

"We are of opinion that the railway companies have delayed their efforts too long. I do not think we have much to fear from them. A certain number of people have learnt to travel by road and prefer it to other means, and I do not think that a large proportion of them will be attracted back to the railways."

The threat to the road transport companies, however, is largely incidental, for they are recognised as a necessary development by the railway companies, whose point of view was explain-

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Amoy September 8.

Manila September 8.

President McKinley September 10.

President Jefferson September 10.

Straits and London (Parcel mail)

London 2nd August September 10.

Shanghai and Amoy September 10.

Salon September 11.

Japan and Shanghai September 11.

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BERLIN LETTER.

Women's Favourites.

Thousands of discriminating women favour Pinkettes above all other forms of laxative medicine because they are dainty and tiny, act as gently as nature. And the same pleasant attributes make them equally popular with men.

To restore daily regularity, to remedy sick headaches, bilious attacks, vertigo, flatulence, to stimulate the liver, increase the appetite and aid digestion, Pinkettes are perfection. They keep the system clean and cool, clear the skin of pimples and blotches, sweeten the breath, relieve Piles. Of chemists everywhere.

PINKETTES
THE DAINTY, LITTLE LIVER
AND INTESTINAL REGULATORS
KEEP YOU WELL

These tennis-courts, which are situated in the heart of the Grunewald, formed, for three days, the rendez-vous of a throng of fashionable onlookers who displayed intense interest in the games. In the doubles, Hawkes and Patterson were matched against our old champion, Froitzheim and Rahe, the Australians being the winners. In the singles, the situation was reversed. The talented young Hopman and the sinewy Crawford played tough games; but, despite their admirable efforts, neither of them succeeded in gaining a victory. So, too, after a hard tussle, the particularly reliable and uniform player, Hawkes, suffered a defeat. One of the most interesting matches was that between Patterson, the captain of the Australian team, and our ex-champion, Froitzheim. The players were representatives of two totally different schools of tennis; and lovers of the game watched the play with eyes riveted on stroke and ball. Unfortunately, the dusk of evening and the departure of our guests left the match drawn; Patterson, whose superiority, particularly in serving, was obvious, gave a display of really fine tennis, and repeatedly roused the onlookers to an applause which was somewhat contrary to the rules generally observed on such occasions.

But the day is doubtless not far distant when what is at present unimaginable will become actual fact; we shall walk shivering through the streets of Berlin and shall recall with longing the days of insupportable heat, the cloudless blue sky, the fair sex in the scantiest summer clothing permissible, the men in straw hats and the fans in the omnibuses and tram cars.

Sport in Berlin.

During recent weeks, Berlin has seen a large number of sporting events, most of which bore an international character. There was a polo match in the delightful garden-city of Frohnau; the Olympia football team from Chile played several matches; the best Australian tennis players were here. In connexion with pure sport, several international horse-races were run. Thanks to the favourable weather, the big prizes and the large number of competitors consequently attracted, the extensive racing grounds at Grunewald assembled enormous crowds of onlookers. That was in the west of Berlin; in the east, the famous international flat-races at Hoppegarten also drew thousands of race-goers, among whom were to be seen a very large sprinkling of the "smart set"—both German and foreign.

The horses sent from French studs comprised some fine well-boned steeple-chasers; Hungary was represented by the hitherto unrepresented "Gomor"; England, Poland, Denmark and Switzerland also took part in several races. But none of the foreigners—not even the much dreaded Frenchmen—were able to book a single victory in these highly interesting and often exciting events; the best they could do was to obtain a few unsatisfying "places." This is, certainly, a sign that great progress has been made by German breeders since the war; it is, however, to be hoped that the results of this year's racing in Berlin will not deter foreigners from participating in the next year's international; on the contrary, we trust to see, on that occasion, not the second-class representatives of this summer, but a selection of the best material foreign studs can send us.

Australian Tennis Players.

In the course of their tour through Europe, the tennis team of the Melbourne Cricket Club paid a visit to Berlin. They had already proved victorious in the tennis competition for the Davis Cup in England and now came on here to try their luck against our Red-and-Whites in the beautiful grounds of the latter's club.

While her mother was shopping, Emily Dormer, 18 months, of Murlid-street, King's Cross, N., clambered on a stool, fell into a copper of boiling water and was fatally scalded.

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Shipments effected to all parts. Consignments cleared at low rates. Insurance arranged. Invoices collected against delivery of goods. Curios packed for export. Dry storage accommodation for all kinds of Non-hazardous Goods.

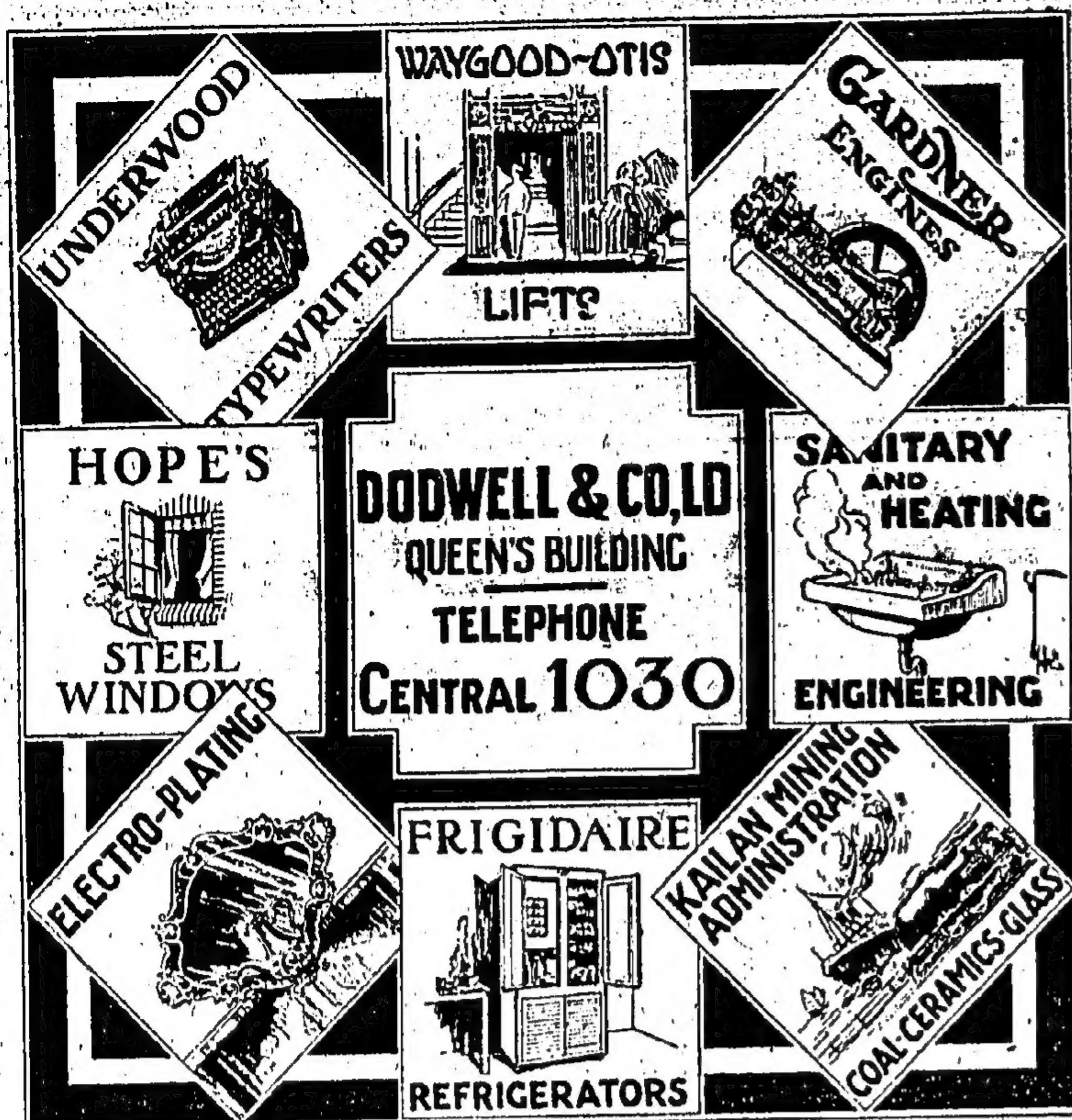
Accident Insurance Policies issued for any journey. Baggage Insurance effected from departure to arrival at destination. Travellers are recommended to avail themselves of this insurance as Companies accept no liability for loss of baggage.

A large staff is maintained for the purpose of answering enquiries either personally or through the mail and we offer to our clients the most complete travel service possible, based on an experience of over eighty years. We have a chain of 168 Offices throughout the world and for the special care of Far Eastern Residents, there is a FAR EASTERN DEPARTMENT at our Head Office, Berkeley St., London.

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HUGE DESERT LINER FOR AFRICA.

TO CARRY 150 PASSENGERS
AND BIG CARGO.

WHEELS 50 FEET HIGH.

A strange four-decked craft to carry 150 passengers and 200 tons of goods has been designed for new travel routes across the deserts of the world.

Mounted on cogged wheels 60 feet high it will be 150 feet in length and nearly 30 feet broad. Searchlights will enable it to travel by night and wireless will be carried.

"The ship of the desert," the slow, immemorial camel, which has carried men and merchandise over earth's dreary steppes and sandy wastes for long ages, has, of recent years, had its supremacy slightly threatened here and there by the desert-going motor-car and by the aeroplane.

But car and plane can transport only a few people, and very small quantities of goods.

If these were all that engineering science could offer to conquer desert ways for travel and trade, then the patient, picturesque, camel-caravan would not be likely to disappear for a considerable time yet.

Engineers, however, have of late been facing the problem of transport over the world's inhospitable regions, where railways would be expensive luxuries, and now the first "desert liner" is, about to be "laid down."

It is really a sort of Nile steamer on wheels, designed to go where there are no rails or roads and to carry a substantial "passenger list" as well as many tons of goods.

It is to be 150 feet in length, nearly 30 feet broad, and 42 feet high. The "real" 50-foot wheels are "cogged," so as to grip perfectly, and the "liner" will be driven by two 450 h.p. motors.

It will have a "cruising speed" of 15 miles an hour, and strong searchlights will enable it to travel by night. While the flattest routes will naturally be chosen, it is believed it will be possible for it to negotiate inclines up to 30 degrees.

As will be seen, it is to have four decks. On the topmost will be the "bridge" and the accommodation for the commander and his staff, together with a long "promenade deck."

The two decks below will be occupied by the cabins for the passengers, the dining room, the lounge, the reading and smoking room, the kitchen and the "hold" for the travellers' luggage.

On the lowest deck will be goods, motors, oil tanks, &c.

150 Passengers.

The "liner" will be electrically lighted and will carry a wireless installation. It is designed to carry 150 passengers and 200 tons of merchandise, while its radius of continuous travel will be between three and four thousand miles.

It will most likely be launched on the "shores" of the Sahara Desert for its maiden voyage to Timbuctoo.

A London woman visitor to Skegness lost a diamond ring for which her husband paid £50 the previous week, and the finder was rewarded with 6d.

A train crashed into a motor-car at a level crossing at Curia, a watering-place to the north of Lisbon, killing five motorists, and injuring another.



A half-century of
steadily increasing
sales and a record of
which the manufacturers
are justifiably proud.

LORD CUSHENDUN'S HOUSE GUTTED.

RELATIVES' ESCAPE IN 2 A.M. OUTBREAK.

Cushendun, House, Cushendall, Co. Antrim, one of the residences of Lord Cushendun, at present the acting Foreign Secretary, was completely destroyed by fire recently.

The fire originated in a pantry, and quickly spread to the adjoining rooms, until the whole house was enveloped.

The house was occupied by Mrs. N. B. McNeil, her sister (Mrs. Butler) and her family, relatives of Lord Cushendun.

Mrs. McNeil awoke at 2.30 a.m. to find the lower part of the house in flames.

She warned her sister, and was able to get her two children, aged 4 years and 18 months respectively, out of the house before sending for help.

Police and neighbours made great efforts to put out the flames, but were unsuccessful. Mrs. McNeil lost personal property and jewellery valued at £200.

A few years ago Lord Cushendun's old residence, Glenmona, which stood on the opposite side of the road to Cushendun House, was completely destroyed by fire. A new house was erected on the site of the old one.

"The Connoisseur Comes to Calbeck."

BRISTOL MILK SHERRY BRISTOL CREAM SHERRY ROYAL TAWNY VORT.

Shipped by John Harvey & Sons Ltd. Bristol.

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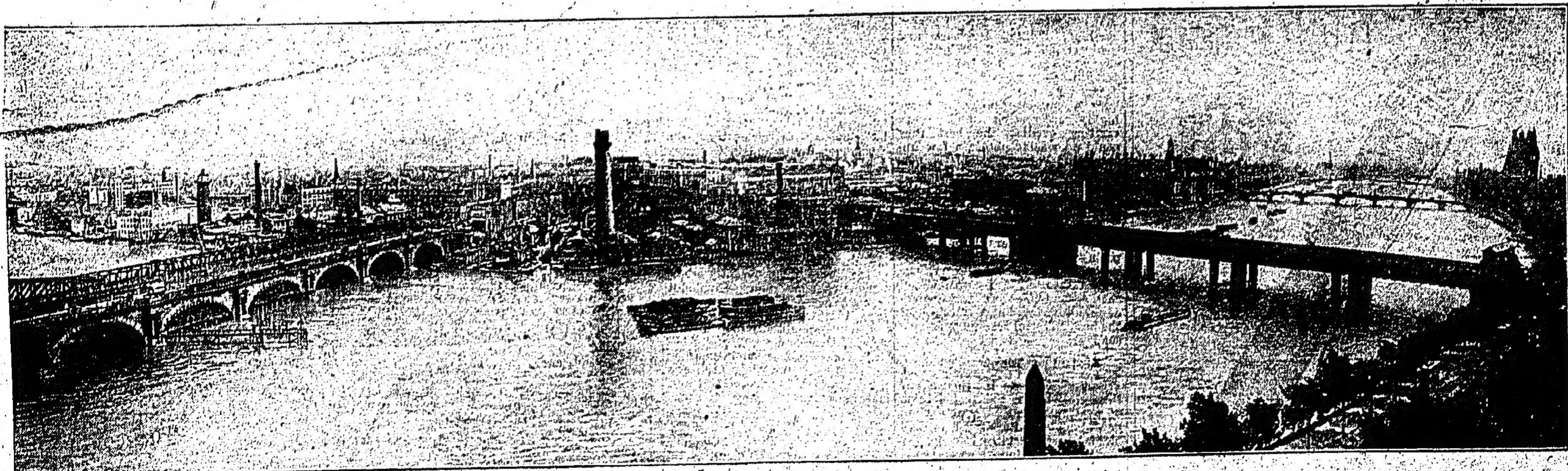
(Incorporated under the Hongkong Companies' Ordinances 1911-1915.)

Prince's Building (Ground floor.)

Telephone C. 75.



CHARING CROSS BRIDGE: SITE OF THE PROPOSED NEW STATION.



The Charing Cross Bridge scheme, which involves the removal of Charing Cross railway station to the south bank of the Thames, will be considered by the London Council at their meeting soon. A special panoramic view of the Thames at Charing Cross, showing immediately opposite the observer the triangular Lion Brewery site to which it is proposed to remove the station. This view, it may be added, gives an excellent idea of the great curve in the river from Tower Bridge (left) to Westminster. (Times copyright).

PILSNER URQUELL

BEER

OF THE MUNICIPAL BREWERY

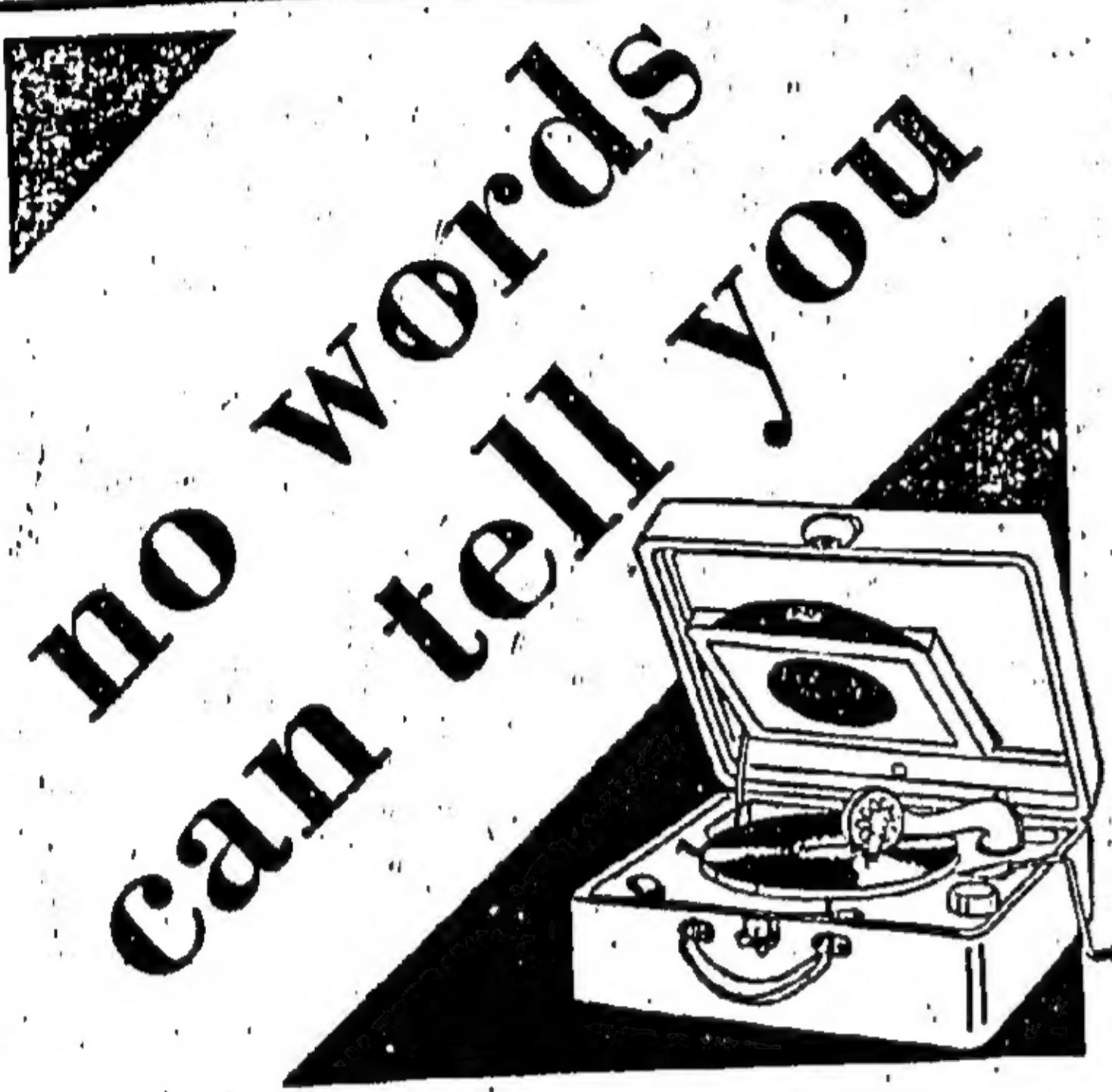
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WORDS are worthless for describing the amazing performance of the new Portable Victrola, number Two-fifty-five. To say that its tones are rich and deep, its volume as large as life itself, is not enough. You must really hear the instrument yourself to appreciate its startling powers of reproduction.

Indestructible red cabinet covered with leather-finished fabric. Detachable winding-key, at a convenient angle. Records stop playing automatically.

You must see this great little instrument to realize its value. Visit us soon and hear it play the latest Victor Records.

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Style
No. 79

At present, one of the most popular of soft felt hats. The Snap-Brim Style.

The unbound edge makes it possible for the wearer to adjust the tilt of the brim at back or front to suit his particular style.

\$12.50
each.
EITHER NUMBER.

Style
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If you prefer a hat of style with a bound edge to the brim, this equally popular model will suit your taste.

The bound edge gives a rather smart appearance, and if the brim is not turned down this style is of the more conventional style.

10% Discount for Cash.

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RELIABLE, EFFICIENT, EFFECTIVE

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KELLER KERN & Co., Ltd.

16/18, CONNAUGHT ROAD, C.

IN MEMORIAM.

Dr. Dalmahoy Allen.
IN LOVING MEMORY OF ONE
OF THE BEST.

SILVER WEDDING.

HENDERSON—DIXON.—At Gourock Parish Church on August 26th, 1903, by the Rev. Alex. Milne, Archibald Kerr Henderson, Hongkong, to Helen Jane, daughter of the late Mr. John Dixon and Mrs. Dixon, Avon Bank, Gourock.

The
Hongkong Telegraph.

SATURDAY, SEPT. 8, 1928.

MODERATION WINS.

That the moderate element at the present time dominates British Trade Unionism was again demonstrated by the decision of the Congress on Thursday to support the movement for industrial peace. Such opposition as there was came from a few of the smaller Unions, and it is noteworthy that the transport workers, the railwaymen and the miners were united in their desire to see a continuance of the happier relations between Capital and Labour which have resulted from the formation of a joint council representative of employers and employed. In other words, the great majority of the workers are now convinced that it is wise to come to terms with their employers, whilst only a relatively small minority wants to prosecute an unmitigated and truceless class-war. There can be little doubt that this policy of moderation is a direct outcome of the failure of extreme measures such as the General Strike, to which the establishing of direct contact between industrial leaders and the Trade Unions is a distinct reaction.

Since the Joint Conference was first convened, a great deal of very useful work has been accomplished. Recently, the committee of this organisation dealt, for example, with the question of Trade Union recognition, and came to the conclusion that the Unions should be regarded as "the established machinery for the discussion and negotiation of all questions of working conditions." It also declared that negotiations are facilitated if the workmen are unionised and the employers are likewise organised. But the key-stone of the industrial bridge created by the movement is the National Industrial Council. This is constituted in two halves—one by the board,

consisting of the members of the T.U.C. General Council, and the other of an equal number of employers nominated by the Federation of British Industries and the National Confederation of Employers' Associations. So far, the meetings of this Council have been most fruitful in results, both to employers and employed, and now that the movement which it represents has been so strongly endorsed by the Trades Union Congress, we may reasonably hope for less industrial strife in the days ahead. Indeed, a new era in industrial harmony would appear to have been ushered in. As one of the speakers said at Thursday's Congress meeting, the voice of the worker can now be heard in the control of industry, and by meeting the employers on friendly lines the British Trade Unions are acting in accordance with the development of trade unionism in most parts of the world.

The extremist idea that Labour should fight Capitalism until the system is destroyed was tried out in the General Strike, but happily it did not succeed. When the crash came, the Trade Union leaders began to wonder whether, after all, it could be a wise thing to destroy the industries by which the workers lived. They were aided, no doubt, in their reflections by two concrete cases—in the United States, where private enterprise is unrestricted and the Unions live in harmony with the employers, wages go on improving and industrial troubles diminish; and in Russia, where private enterprise has been destroyed, wages are low, conditions wretched and unemployment enormous. The Great Strike caused both the strike weapon and the fallacies on which it rested to fall into discredit with the working men. Good sense has at last triumphed, and so long as the present contact between Capital and Labour is maintained, we may hope for a continuance of that industrial peace which is so essential to the nation's welfare.

An Air Record.

The setting up of a new record for the flight from India to London will without doubt be regarded by Captain C. D. Barnard as ample return for his patience in the face of a series of misadventures. The "Princess Xenia" had apparently been dogged by ill-luck from the beginning, commencing with engine trouble which delayed the plane at Bushire for over two months, and ending with a cracked propeller, which had to be replaced. Captain Barnard's determination to complete the course, however, had its own reward, and the final stage, from Karachi to Croydon, a distance over 5,000 miles, was covered in four and a half days. The performance, taken by itself, is a splendid achievement, chiefly gratifying since it goes a long way to justify confidence in the practicability of a regular service from London to India and back within a period of eight or nine days. It was this which the "Princess Xenia" set out to prove. New developments in aircraft are likely to reduce this time by an appreciable extent in the near future, though experiments could be carried out to better purpose if they are conducted on differently organised lines, some insistence being made that the pilot shall land at certain points en route, namely, the different air stations for the commercial service projected. The value of the flight could thus be estimated in a much safer degree for practical purposes. The Air Ministry are now conducting an interesting experiment, an attempt to evolve British aircraft capable of remaining in the air for three days and three nights continuously. The design is a departure from usual British practice in that a monoplane form instead of biplane, has been chosen. This is in deference to past experience in regard to long distance flights. It is safe to say that with the exception of Sir John Alcock's success in 1919, all machines which have successfully flown the Atlantic have been monoplanes, including the Italian craft "Savola" which flew from Rome to Pernambuco non-stop. If the Empire is to be linked up in the near future with a chain of aerial routes, machines capable of long endurance flights will have to be developed. When the right machine has been found, Captain Barnard's record will quickly go by the board.

The health bulletin for Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parentheses indicating deaths.—Plague, Basra 1, Port Said (1), Rangoon (3), Colombo 1 (1), Phnom Penh 1 (1); Cholera, Bombay (2), Calcutta (2), Madras (34), Vizagapatam (6), Pondicherry (2), Bangkok 1; Phnom Penh 1 (1), Shanghai 1; Small-pox, Port Sudan 1 (1), Bombay 4 (3), Calcutta 4 (3), Madras 19 (5), Moulmein 4 (1), Negapatam 7 (3), Pondicherry (3), Port Blair 1, Phnom Penh 4 (3), Shanghai 1.

DAY BY DAY.

THAT CHARITY IS BAD WHICH TAKES FROM INDEPENDENCE ITS PRIDE, FROM MENDACITY ITS SALUTARY SHAME.—Southey.

His Excellency the Officer Administering the Government has appointed Mr. Douglas Alfred Rushton to act as Assistant Secretary to the Sanitary Board.

Rural Building Lot 316, situated at Taitam-village, is to be offered for sale on the 17th instant. The area is 3,600 square feet and the upset price \$216.

The King's equator empowers Mr. Jose Gascon Ch Gonzalez de Bernedo to act as Honorary Consul for Guatemala in Hongkong, has received His Majesty's signature.

At the P. W. D. offices on the 24th instant, New Kowloon Inland Lot 1,155, situated at Shamshui-poo, will be offered for sale. The area is about 3,690 square feet and the upset price \$4,612.

It is notified that, at the expiration of three months, the Auctioneering and Brokering Company, Limited, will, unless cause is shown to the contrary, be struck off the register and the Company will be dissolved.

About Hong Kong.

Do you know that—

The Sailors' Home at West Point was originated by Mr. Joseph Jardine, of the firm of Jardine, Matheson and Company.

He set the scheme on foot and gave a sum of \$20,000 for the purpose. The community provided further donations and in July, 1861, the Government made the gift of the site.

Building operations commenced in 1862, and the Home was opened some three years later.

In the meantime, financial difficulties were encountered, and Mr. Robert Jardine, a brother of Mr. Joseph Jardine, gave a further \$25,000 and undertook to carry on the Home at his own expense for three years.

Sir Percy and Lady Newson, with Miss Muir Newson, sailed from Quebec in the Empress of Australia, on August 11, on their way to Hongkong. Sir Percy and Lady Newson expect to be back in England on November 19.

Passengers arriving on the Tainan yesterday included Dr. and Mrs. H. G. Anderson, Dr. and Mrs. Ezra Shellshair, Mr. and Mrs. Ezra Abraham, Mrs. B. Walker, Capt. Q. R. F. Johnston, Capt. E. H. Jacob-Larcom, Dr. P. Haddon and Rev. and Mrs. Snyder.

The Offices of the Supreme Court will be open daily from 10 a.m. to 1 p.m. during the Long Vacation, except on Public and General Holidays, when the offices will be entirely closed, and on Saturdays, when they will be open from 10 a.m. to noon, subject, however, to the provisions of Section 5 of the Supreme Court (Vacations) Ordinance, 1898, as far as relates to the Criminal Sessions. The Long Vacation commences on the 20th instant and terminates on the 17th October, both days inclusive.

The health bulletin for Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parentheses indicating deaths.—Plague, Basra 1, Port Said (1), Rangoon (3), Colombo 1 (1), Phnom Penh 1 (1); Cholera, Bombay (2), Calcutta 4 (3), Madras 19 (5), Moulmein 4 (1), Negapatam 7 (3), Pondicherry (3), Bangkok 1; Phnom Penh 1 (1), Shanghai 1; Small-pox, Port Sudan 1 (1), Bombay 4 (3), Calcutta 4 (3), Madras 19 (5), Moulmein 4 (1), Negapatam 7 (3), Pondicherry (3), Port Blair 1, Phnom Penh 4 (3), Shanghai 1.

There is another subject about which soldiers are naturally reticent, but on which, in the privacy of their own circles when kindred matters bring it to the fore, I have heard them speak, and that is Hongkong's share in the war. Briefly the soldier's view is this:

"Hongkong was a very long way away from the war, the trials and troubles of which did not touch it very directly. Trade, however, received the usual artificial stimulus from which the inhabitants, who only sent a small percentage to fight, derived no profit. Wealth in fact rolled into the place, and at the end of the great struggle Hongkong found itself faced with possibilities of 'development' such as had hardly been dreamed of before. Gigantic schemes of site leveling, sea reclamations, and pleasure roads were embarked upon, while the talpans built for themselves pleasant villas in out-of-the-way spots.

The fact that all this put up the cost of living worried nobody (except a few people with more or less fixed incomes, like the soldiers) until the Great Strike and the trade slump came to help people recapture their sense of proportion. "How this orgy of wealth-getting," say our military critics in the privacy of their mess rooms, "has left behind it a curious psychological state. There runs, subconsciously and unexpressed, even in thought, through the minds of those who

LETTERS FROM HONGKONG.

21.—The Two Sides of the Problem.

made their bit out of the boom, a feeling of doubt which is almost akin to guilt; carrying with it, as such a feeling always does, a vague distaste for those others who have done their duty with but little reward, and who afterwards come out and stand in silent, even unconscious accusation.

It finds expression sometimes in irritating paragraphs (there was a guide book published I believe in 1924 which referred to "our unwanted military innocents" or some such phrase) sometimes in speeches, but more generally in a vague, ill-defined feeling, baffling to the analyser and disconcerting to the new arrival."

This, then, is what they say, with how much justification every man must judge for himself. It is not a complaint. The soldier may be noted as a prize grouse, but he is not given to this form of complaint. Not the least of his irritating qualities is a facility for looking after himself. He feels he can get along very well without civilian appreciation, if such is not forthcoming. He is, taken non-individually, self-sufficient. Some people may go so far as to call it self-satisfaction.

The Civilian point of view is perhaps simpler. It can at any rate be stated more shortly. The Traders, they say, have made Hongkong. No matter how they made it; there is as much of honour in the history of trade as there is in any campaign. Picture to yourself old Matheson, clinging grimly to his office and godowns, while the others, in fear lest England should withdraw her foot from China, fled to Macao—and bankruptcy. Matheson stayed, and others came, and together they built Hongkong. In all the history of the British Commonwealth, trade has been the pioneer. First was the merchant adventurer, and after him came the soldier.

Profits? What are profits but the means of livelihood? How far would the soldier go if the men who earned the money were not there to pay him?

And this brings us to what is considered by some people to be the crux of the whole matter, to wit the "Military Contribution." The Colony is called upon to give 20 per cent. of its revenue towards the military expenditure of the local forces. Now there are two reasons why this contribution is regarded with disfavour. In the first place, a rough calculation shows that the citizen of England only pays about 10 per cent. of his taxes towards military expenditure, instead of 20 per cent. And secondly the sliding scale of the contribution awakens under certain circumstances a sense of injustice.

If, for instance, the Government of Hongkong decides to raise some more taxes in order to meet a recognised social need, the citizens of Hongkong, though they might object, would probably appreciate the social necessity. But what they don't see is why any of this extra burden, which they have voluntarily assumed for a specific purpose, should be applied elsewhere, to wit, relieving the Imperial Government of part of the cost of the Hongkong Garrison. It is useless to point out that there are answers to both these grievances; that the people of England pay their 14 per cent. (or whatever it is) for an Army for which they have no direct need whatever; and that, apart from a percentage charge on income, there does not seem any just alternative whereby the inhabitants of a continually growing Colony can be asked to contribute to their own defence. The grievances still remain; and as there does not seem to be any immediate prospect of an amendment to the system, they must be faced with what equanimity we can command.

"We had a Colonel in this office," said a business man to me the other day. "Some time ago, it was. Recently arrived from India. He came in with all sorts of demands; wanted us to do this and that and the other . . . I tell you . . . We soon had to put him the right way about. Told him he wasn't in India now. That out here we knew how to run our own show . . . Oh yes, it's different you know. No doubt it seems a bit strange to them . . ."

So much for what are apparently the two points of view. I think it is fairly evident that they don't strike the root of the matter, which is not such a cut-and-dried affair as can be approached from two sides only. In my concluding letter on the problem, I shall discuss certain further aspects and draw what conclusions I can.

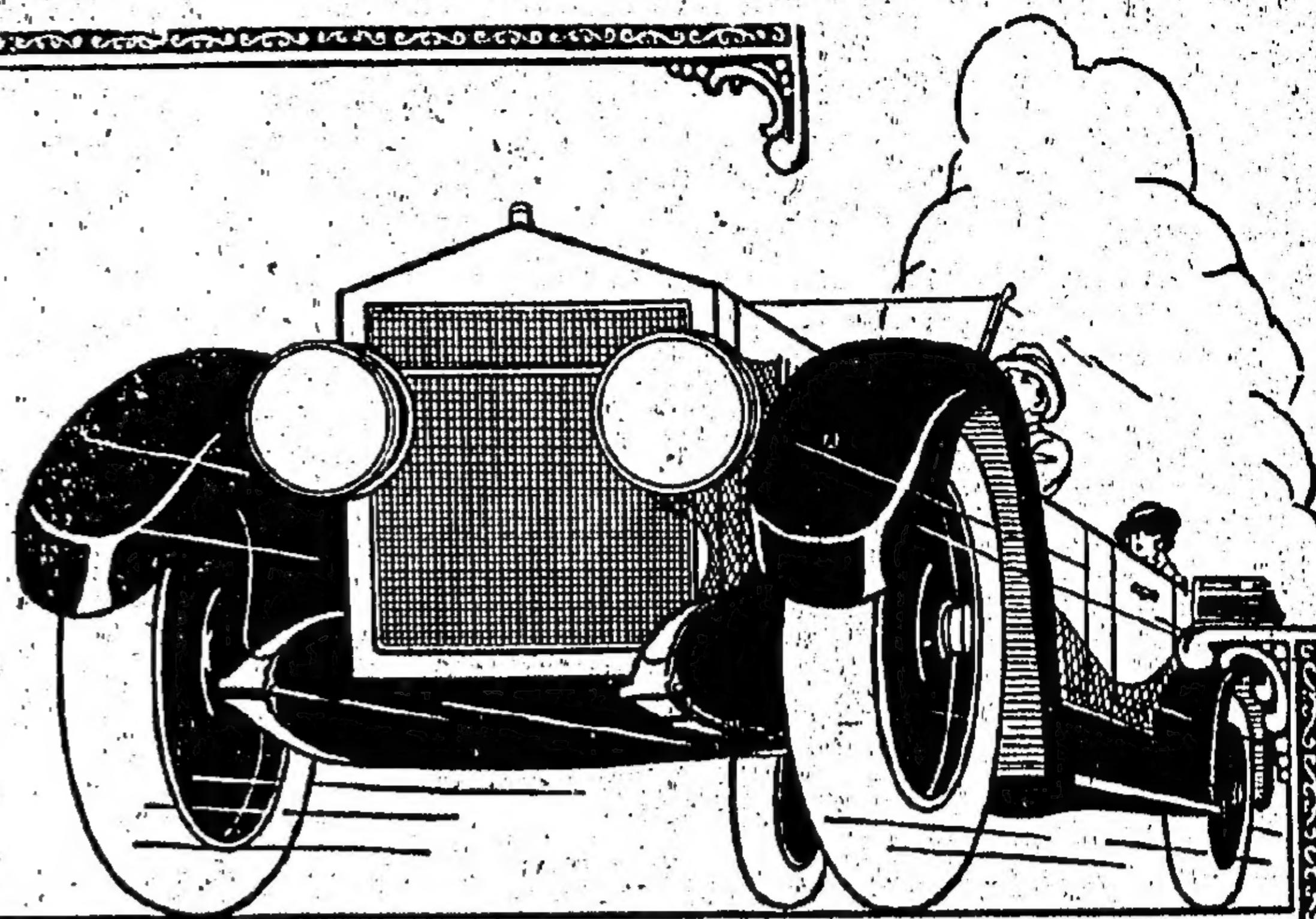
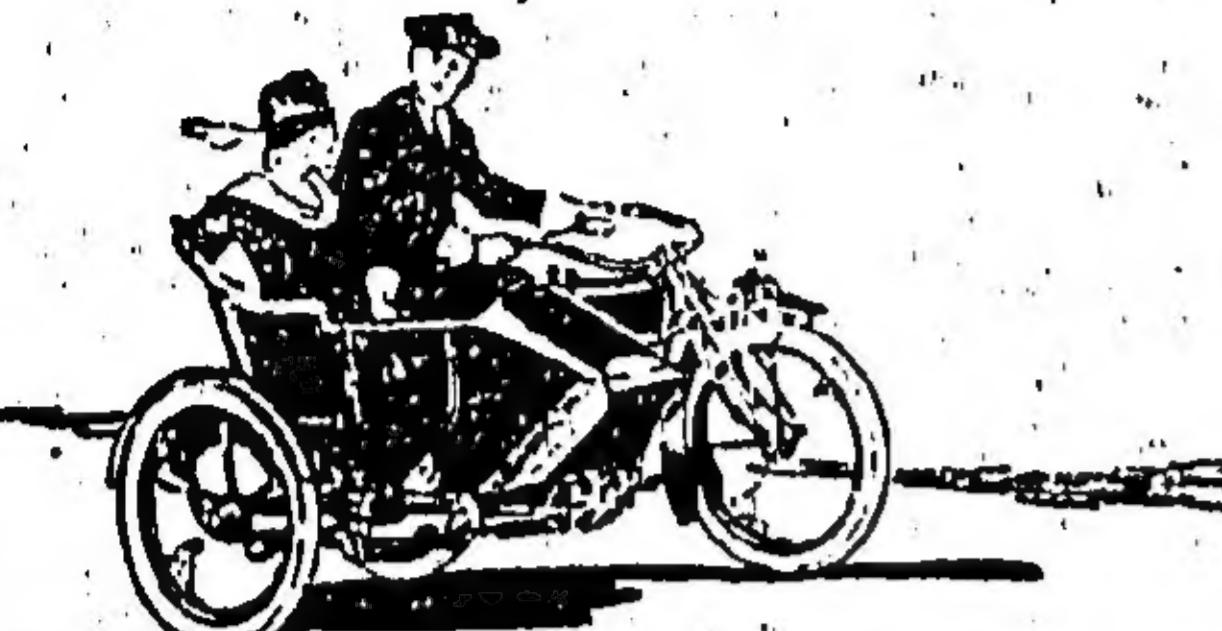
ZIM.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH

SATURDAY, 8th SEPTEMBER, 1928.

Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

That Canton Road!

From time to time, one hears that what is expressed that Hongkong might be connected to Canton by a good motor road, but the question is invariably dismissed as being in the nature of a dream which is never likely to come true. Although it has to be admitted that there are numerous difficulties to be surmounted before such a project can materialise, the attitude of object pessimism is surely to be deplored. Canton should be in direct road communication with this Colony, and there is no doubt but what the modern importance of the automobile will ultimately compel the authorities concerned to co-operate in the building of a connecting thoroughfare to mutual advantage. The pessimists always point out that even if a road existed, it would be dangerous to undertake the trip on account of bandit and other lawless gentry. It would seem that the "lawless" aspect is somewhat of a bogey which is not actually as black as painted. At the present time, there are many motor services running through Canton's adjoining districts, and the local authorities appear to be able to maintain fairly good order. The benefits to be derived from a Hongkong-Canton road would undoubtedly cause the Canton Government to take special precautions over their portion of the road, even as they do at the present time with railway communication.

Queen's Road East.

There are still many motorists who imagine that Queen's Road East is a controlled area of 15 miles per hour, but this is not the case. Caution should always be exercised when driving through this thoroughfare, especially between Arsenal Street and the market.

Better Pedestrians.

Chinese pedestrians are beginning to realise that they must be on the alert, and not wander dreamily over the roadway. The Queen's Road district is a very busy one, and when the new motor bus service is running, there will be a heavier stream of traffic necessitating the roadway being quite clear of pedestrians. Children are apt to run across the road without paying heed to traffic, and it is because of this that the need for strict caution arises.

School Lectures.

Quite a number of children are injured every month, and it might therefore be a good idea to issue special instructions at schools, emphasising the danger of crossing the streets without first looking out for motor traffic. "Safety First" campaigns are excellent, and the schools represent a most logical field for carrying out of such campaigns.

Australian Races.

The first Australian tourist trophy races held at Phillip Island were a pronounced success, and may undoubtedly be expected to become a classic annual fixture. The most notable success in those races was undoubtedly scored by a Model V/2 4.95 h.p. super-sports "Matchless," which, although only unpacked a few days before the race, obtained first place in the 600 c.c. sidecar race and fourth place in the unlimited class. In the 200 miles solo race the same machine was placed second in the 600 c.c. class and third in the unlimited class. This was a truly phenomenal performance for an absolutely standard machine, which had had no special preparation or tuning of any sort.

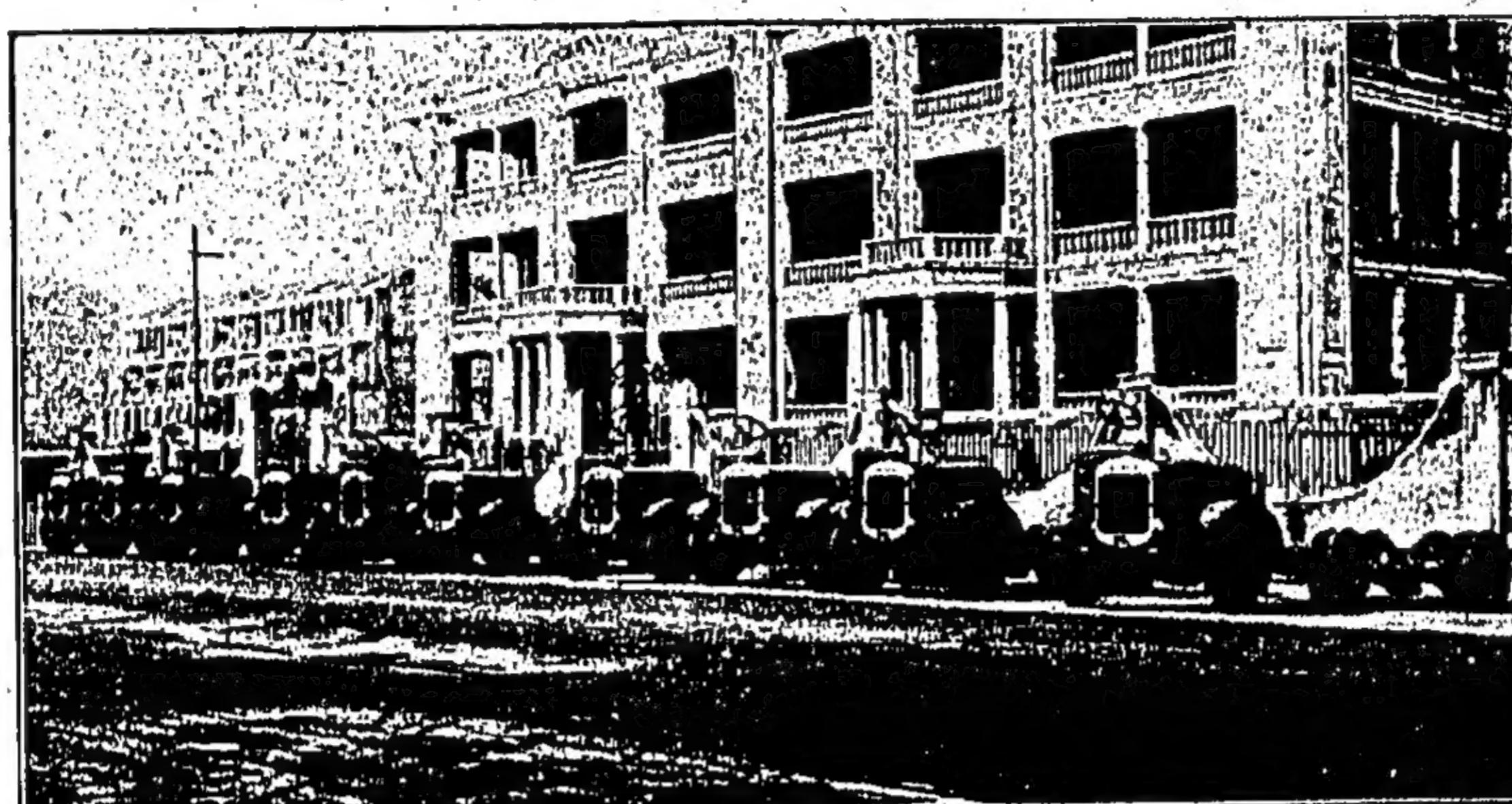
USED CARS PRICED LOW.

The average resale value of a one-year-old automobile, reports the National Association of Finance Companies, is now only 38 per cent. of its original price. Last year, the corresponding rate was 48 per cent. and in 1923 it was as high as 54 per cent.

WANT OLD CARS JUNKED.

Pennsylvania Automotive Association is having its members report all "junk" automobiles so that their licenses be suspended. It is a campaign against the continuance of "junked" cars on the highways.

MORE THORNYCROFTS FOR KOWLOON.



The above picture shows the fine fleet of Thornycroft vehicles which has been added to the China Bus Company's Service operating in Kowloon and districts. As already mentioned, the Company has been running a number of Thornycroft since November last, and it is because of the success of the original buses, that this large repeat order was placed with Messrs. Thornycroft's Hongkong representative.

This particular type is known as the "A2 Long" chassis with low straight frame and the specifications of the engine are as follows:

Type "FB/4" power unit 334 ins. (95 mm.) bore \times 5 ins. (127 mm.) stroke. Cubic capacity 233.2 cu. ins. Will develop 36 B.H.P. at 1,600 r.p.m. and up to 45 B.H.P. at increased revolutions. R.A.C. H.P. 22.5. The four cylinders are of the monobloc type with detachable head. This facilitates easy inspection of both inlet and exhaust valves, which are on the rear side of the cylinder block, side by side, and operated from one camshaft. The valve tappets are adjustable, and totally enclosed by removable covers; the tappets have exceptionally large surfaces in contact with the cams, eliminating any possibility of undue wear. The cylinder block is bolted to the crankcase, which carries the crankshaft and cam-shaft, the crankshaft of large diameter being carried in three long die-cast white-metal bearings, the caps of which are bolted to the top half of the crankcase. The bottom half of the crankcase can be removed without disturbing the main bearings, which ensures an easy means of inspection of the crankcase.

The first Australian tourist trophy races held at Phillip Island were a pronounced success, and may undoubtedly be expected to become a classic annual fixture. The most notable success in those races was undoubtedly scored by a Model V/2 4.95 h.p. super-sports "Matchless," which, although only unpacked a few days before the race, obtained first place in the 600 c.c. sidecar race and fourth place in the unlimited class. In the 200 miles solo race the same machine was placed second in the 600 c.c. class and third in the unlimited class. This was a truly phenomenal performance for an absolutely standard machine, which had had no special preparation or tuning of any sort.

WARNINGS TO MOTORISTS.

Sir Arthur Spurgeon on "Unfair" Procedure.

The position of a motorist who, after being reported for a minor offence in the Metropolitan area, receives a warning letter from the police authorities, is made clear in the following statement issued from Scotland Yard recently.

"In the event of a person who has received one of these letters being reported again for an alleged motoring offence, the fact that he has already been warned will be taken into account by the Commissioner in arriving at a decision as to whether he shall be summoned or not."

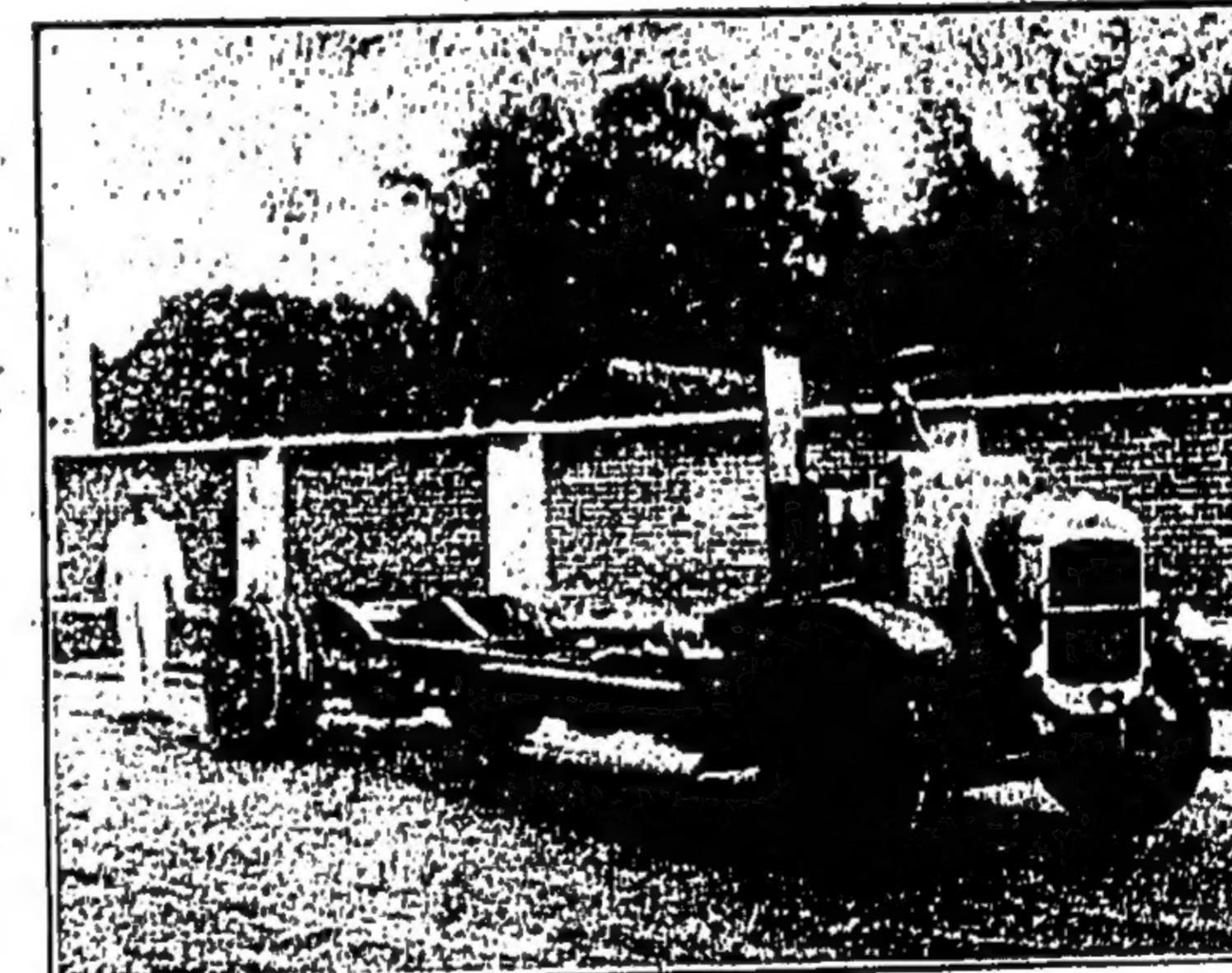
The final paragraph in the warning letter reads: "He (the Commissioner) will . . . feel bound to take the circumstances into account if you should again be reported for an alleged offence."

Speculation arose as to the exact meaning of this passage, and it was apparently with a view to removing any misconception that the above statement was issued.

Sir Arthur Spurgeon, Chairman of the Croydon County Bench,

main and big end bearings without removing engine from chassis. The big end bearings are gun-metal shells with white-metal linings.

Lack of space prevents us from giving the whole of the specifications, but it is sufficient to state that these vehicles represent the very best in British motor engineering, a fact which is, of course, universally recognised



One of the "A2 long" type chassis.

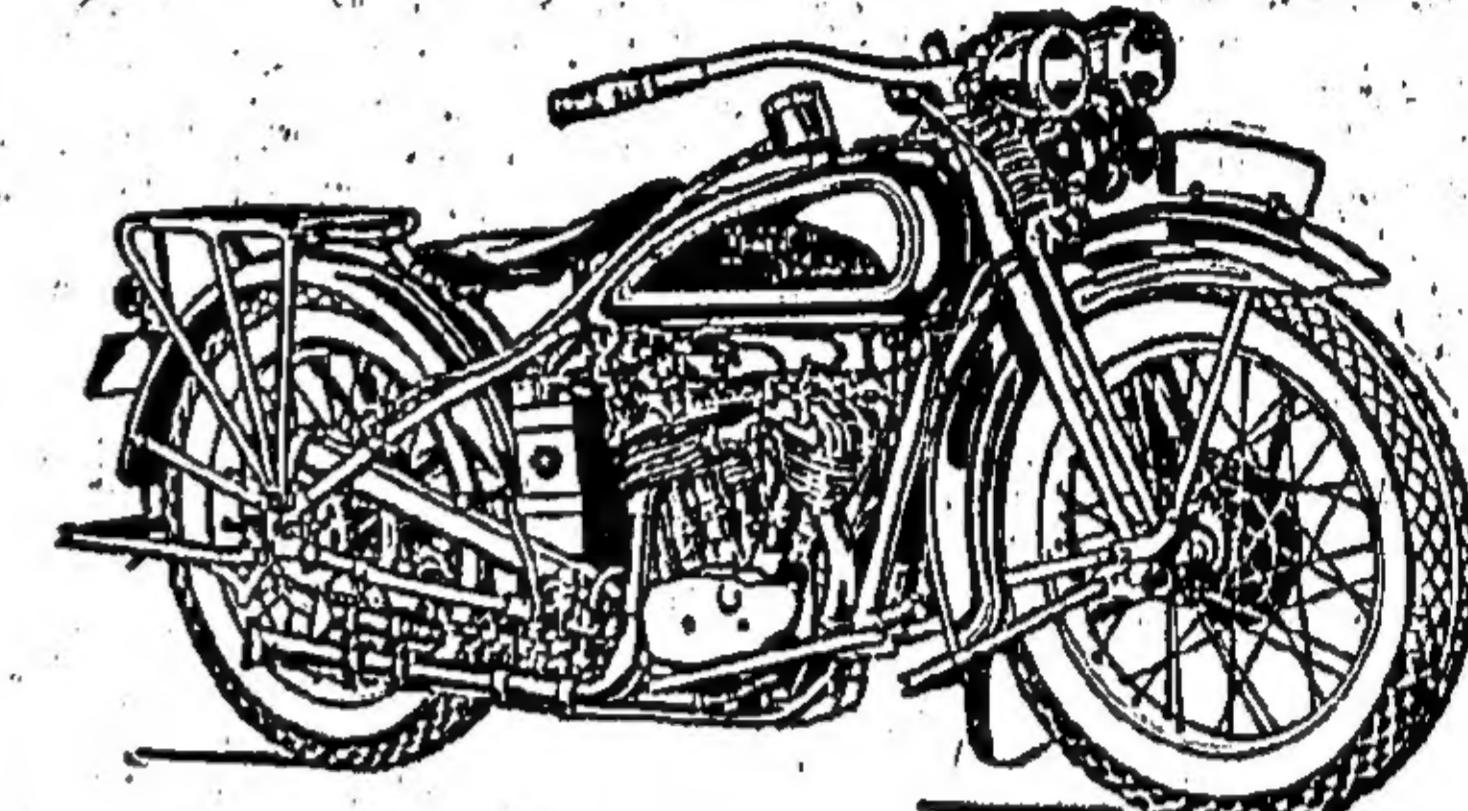
wherever the name "Thornycroft" appears.

The Kowloon Motor Bus Company have also adopted Thornycroft, and an order for ten of the "UB Forward" type has recently been executed. Further orders for the same make of vehicles have been placed, and will duly be completed.

The importance of motor bus transport in China generally cannot be under-estimated, and when it is remembered that future developments will be largely influenced by local successes, it is gratifying to know that there is ample evidence of the general excellence and desirability of the motor transport vehicles produced by Messrs. John I. Thornycroft and Co., Ltd.

more and better light
Generator Output Controller
instant regulation
4 Tube Muffler
Clear-the-way Horn
New Electrical Panel
and a host of other important advancements

The Latest 1929 HARLEY-DAVIDSON



NOW HERE!

New Features for 1929.

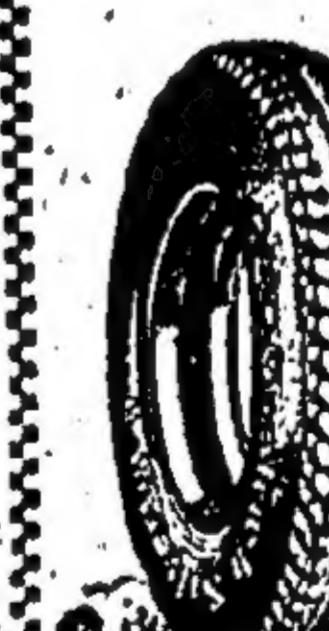
2 Bullet Headlights
Generator Output Controller
4 Tube Muffler
Clear-the-way Horn
New Electrical Panel
and a host of other important advancements

THE GASCON MOTOR CO.,

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1242

2 Kwong Wah Road, Kowloon.
(Opposite The Steam Laundry)
A GOOD ASSORTMENT OF SPARE PARTS AND
ACCESORIES IN STOCK.

More cooling spins at lower costs on Goodrich Tires



Goodrich Silvertowns

"Best in the Long Run"

Cool night air feels mighty good when you "step on the gas" after a hard, hot day—and it feels twice as good when you know you're riding at the lowest cost per mile!
More mileage, built into Silvertowns, gives you a lower cost on your tires for pleasure or business. Strong, flexible sidewalls—tough, road-gripping tread—long life in every ounce of rubber—that's the answer to tire economy!

UNIVERSAL MOTOR & SUPPLY CO.

61, Des Voeux Road, C. Telephone G. 4915.

All sorts of Automotive Accessories also in stock.

CHINA UNDERWRITERS, LTD.

FOR
ALL CLASSES
OF

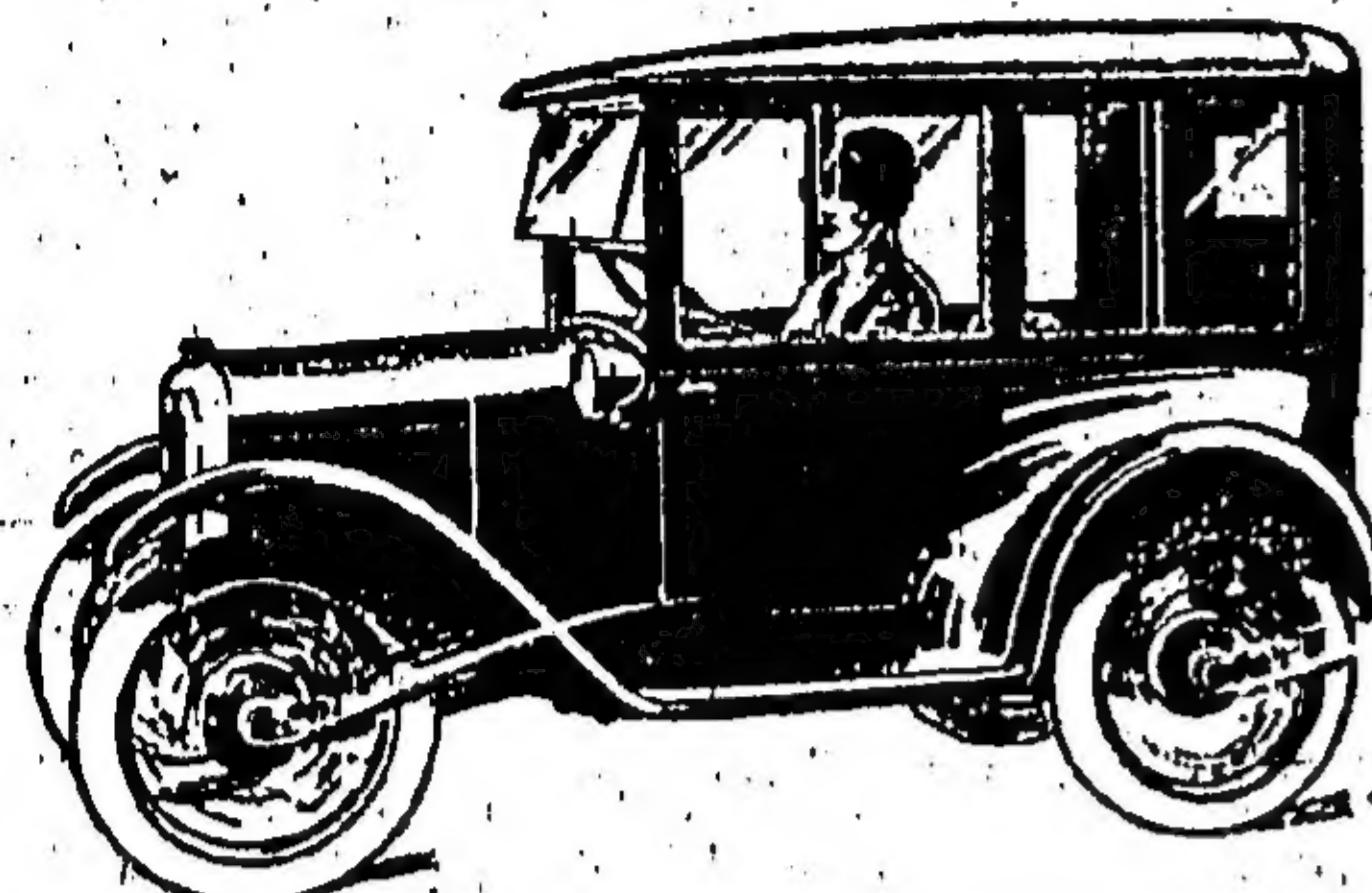
MOTOR INSURANCE

WRITE FOR PROSPECTUS

HEAD OFFICE: St. GEORGE'S BUILDING, HONGKONG. TELEPHONE: C.1121-22

THE QUESTION WAS HOW TO REDUCE HIS PETROL BILL.

Then he had a bright idea
and bought an



AUSTIN SEVEN.

You too can enjoy motoring
at a Cent per mile.

ALEX. ROSS & Co., (China) Ltd.

Prince's Building. 2nd floor, Ice House St. Entrance.
STOCKS CARRIED

DRIVING ADVICE.

Negotiating Bumps.

Sometimes it happens that we come across a sudden bump or a pot-hole in the roadway when it is too late to avoid it.

Often such an obstacle is only seen at the last moment, when it is impossible materially to reduce the speed of the car in time.

Under these circumstances the best thing to do is to apply the side brake steadily, without de-clutching. In other words allow the car to keep going at the same speed more or less, but steady it by the application of the side brake, which of course acts on the rear wheels only.

If this is done it will be found that the braking effort against the normal acceleration of the car will tend to hold the road wheels closer to the surface, and the resultant bump will be minimised.

Considerable wear on the springs and working parts will be avoided, and the comfort of the passengers will also be improved. It must be impressed that to achieve this effect the foot must not be removed from clutch or accelerator.

When travelling over loose metal during road-making operations the reverse process should be adopted. That is to say, on approaching the loose patches of metal the clutch should be put right out and neither brake should be touched, leaving the momentum of the vehicle to carry it over the rough surface.

In this way the power of the engine will momentarily be removed from the transmission, and the back wheels will ride lightly over the sharp stones.

Although the speed should be reduced when crossing such a ridge of loose stones, it is a mis-

ROCKET CAR WRECKED.

Explosion Inwards Instead of Outwards.

"Rak IV," has gone the way of its brothers.

Herr Fritz von Opel had put great hope in his fourth rocket car, which was to have beaten all previous records held for speed on rails.

In the early hours of a recent Saturday morning the rocket experts assembled at Burgwedel, near Hanover, on a stretch of hitherto unused railway line.

Members of the Reichswehr and local gendarmes held the eager onlookers at a safe distance, and Herr Fritz von Opel, in the company of photographers and film operators, stood on a bridge in readiness for the great moment when the car should rush past.

At five o'clock the rocket fusé was lighted. But after "Rak IV" had moved about 70 yards, it blew up with terrific explosion. One wheel landed in a potato field about 30 yards away, and the rest of the car fell on the right bank of the railway line, a complete

The post-mortem examination of the car established that a mistake had been made in connecting up the rockets. One rocket, the experts considered, instead of exploding outwards, exploded into the car. But Herr Fritz von Opel is not to be disengaged. In three to four weeks' time he hopes to carry out a new experiment with "Rak V."

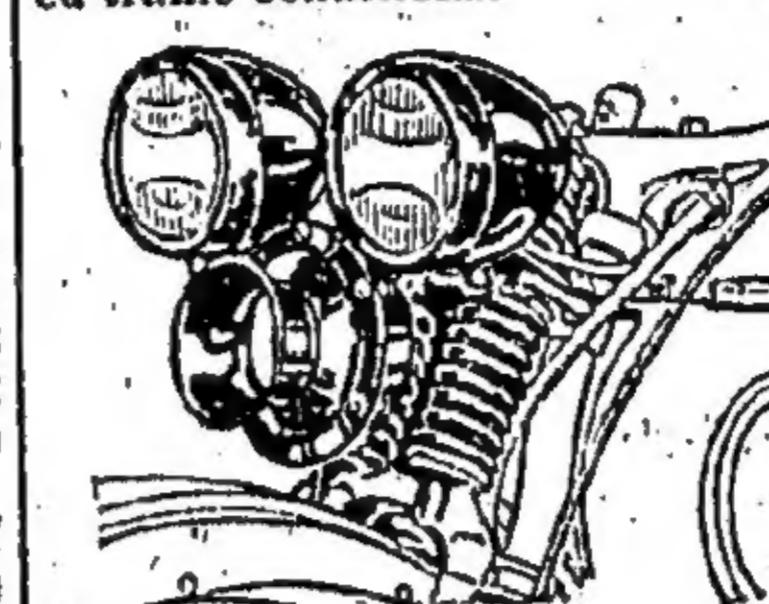
take to engage a low gear, and many of the bad cuts in back tyres are caused by traversing loose metal with the engine pulling in gear.

THE NEW HARLEY.

Many 1929 Improvements.

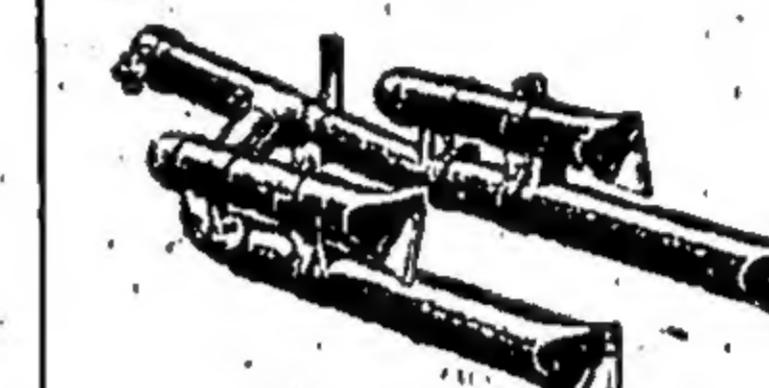
The many outstanding features, which have placed Harley-Davidson in the front rank of motorcycle popularity throughout the world, have now been supplemented by five big new features in the Harley-Davidsons for 1929.

The 2 Bullet Headlights give better illumination and greater safety for night riding—and add to the low, rakish appearance of the 1929 models. By means of a simple toggle switch conveniently placed on the right handlebar, the rider is able to instantly adapt his road illumination to his own particular needs of the moment—two long, bright, converging beams of light far down the road, or one depressed beam for slow, congested traffic conditions.



For still greater safety, the 1929 models are equipped with a new Klaxon Clear-the-way Horn. This high frequency, electrically operated warning signal has a pleasing yet very penetrating tone. For high speed riding this new feature is a very important safety factor.

Without sacrificing speed or power, greater quietness has been achieved in the new Harley-Davidsons by the introduction of the 4 Tube Muffler—a new engineering feature of proved



superiority. The 4 Tube Muffler carries the exhaust gases along both side of the rear wheel and provides multiple muffling by means of four pipes slotted at the ends.

Another noteworthy advancement is the beautiful new Electrical Panel which contains the efficient Weston-made Harley-Davidson ammeter, ignition hooded parking switches, and small hooded parking light, visible front and rear. Here beauty is combined with utmost utility, in the finely curved and handsomely finished jet black enamelled panel.

Still another triumph of Harley-Davidson engineering is generator Output Controller, a handy control lever placed right on the outside of the generator. This useful new feature enables the rider to instantly regulate the amount of current entering the battery, thus assuring a completely charged battery at all times. In connexion with the ammeter, this handy output controller is one of the most useful and practical features ever offered on a motorcycle.

These, and many other improvements, make the beautiful new Harley-Davidsons for 1929, more than ever, the World's outstanding motor-cycles and sidecars.

INTERNATIONAL TOURING COMPETITION.

The Seventh International Competition for Touring Cars organized by the Roumanian Royal Automobile Club ran between June 5 and 9 over a course of 1,242 miles, from Bucharest through Cernavoda, Mama and back to the capital, practically right around Roumania.

Seventeen cars took part in the run, representing the principal European and American makes:—3. Fiat model 509; 4. Steyr; 3. Buick; 1. Lancia Lambda; 1. Kissel; 1. Morris 1, Ford 1928; 1. Auburn; 1. Willys Knight; 1. Austro-Daimler.

The result was as follows:

1. Major Urdareanu on Fiat 509,

2. Mr. Varnav on Fiat 509; 3. Mr.

Poi. Vicas on Morris; 4. Mr. M.

Butculeacu on Steyr.

The "popular prize" was won by Major Urdareanu on Fiat 509, Mr. Varnav also on Fiat 509 being second.

Major Urdareanu was awarded the cup presented by H. R. H. Princess Elena and the Silver Medal presented by the newspaper *Universal*.

Mr. Varnav won the prize given by the Prefecture of Bucharest.

H. R. H. the Princess Elena personally congratulated Major Urdareanu on winning her Cup.

CALIFORNIA PREPARES.

California is becoming more and more the mecca of tourists. Southern California towns expect 80 per cent more tourist visitors this year than last.



HONG KONG DELIVERED PRICES.

NATIONAL SERIES "A B" PASSENGER.

R.A.C. Horse-Power Rating 21.7.
Brake Horse-Power 35 at 2,200 Revolutions.
Piston Displacement 170.9 Cubic Inch. Wheel-Base 107 Inches.
Speed 50 M.P.H.

Model	Nett Weight	G.O.B. Factory Price	Extra Delivery	Packing Delivery	Nett Hongkong Price
Roadster	2-pass.	2,000 lbs.	G\$495	G\$216	G\$765
Tourer	5-pass.	2,056 lbs.	495	57	765
Coupe (2 door)	5-pass.	2,316 lbs.	585	40	800
Coupe	2-pass.	2,176 lbs.	595	40	800
sedan	5-pass.	2,306 lbs.	675	40	980
Cabriolet	4-pass.	2,276 lbs.	605	40	865
Landau Sedan	5-pass.	2,396 lbs.	715	40	1,020

Hongkong Price includes spare rim Tire & Tube, Bumper, bulb Horn, Right Hand Drive.

NATIONAL SERIES "A B" COMMERCIAL.

R.A.C. Horse-Power Rating 21.7.
Brake Horse-Power 35 at 2,200 Revolutions.
Piston Displacement 170.9 Cubic Inch. Wheel-Base 107 Inches.
Speed 45 M.P.H.

Model	Nett Weight	G.O.B. Factory Price	Extra Delivery	Packing Delivery	Nett Hongkong Price
Half Ton Chassis	1,615 lbs.	G\$375	G\$20	G\$155	G\$750
Half Ton Chassis and Cab No. 509	2,015	490	20	215	725
Cab Top Express Truck	128	2,280	530	20	240
Screen Express Truck	103	2,705	570	20	265
Combination Truck	104	2,350	580	20	265
Panel Express Truck	205	2,265	600	20	250
Eight Passenger Bus	34	2,265	615	20	255

Hongkong Price includes spare rim Tire and Tube, Right Hand Drive.

CAPITOL SERIES "L O" UTILITY.

R.A.C. Horse-Power Rating 21.7.
Brake Horse-Power 35 at 2,200 Revolutions.
Piston Displacement 170.9 Cubic Inch. Wheel-Base 124 Inches.

Model	Nett Weight	G.O.B. Factory Price	Extra Delivery	Packing Delivery	Nett Hongkong Price
One Ton Chassis	2,130 lbs.	G\$630	G\$45	G\$165	G\$730
1½ Ton Chassis	2,290 lbs.	520	115	165	800
1½ Ton (140") Chassis	2,410 lbs.	520	215	185	920

Hongkong Price includes spare rim Tire and Tube and 4 fenders.

EXTRA FOR BODIES MOUNTED ON 124" CHASSIS.

Model	No. 506	400 lbs.	G\$ 85	G\$130	G\$ 65	G\$180
Cab Top Body	No. 329	775 lbs.	175	30	115	320
Breen Body	No. 303	950 lbs.	235	30	145	410
Combination	No. 302	1,000 lbs.	250	30	145	425
Panel Body	No. 405	800 lbs.	270	30	125	425
12 Pass. Bus	No. 39	775 lbs.	305	—	130	435

All Prices and Specifications subject to change without notice.

THE HONG KONG HOTEL GARAGE

25 Queen's Road Central Tel. Central 4759.

THE MOTOR UNION INSURANCE CO LTD

Incorporated in England
(Under the auspices of the Automobile Association)

SPECIALISES IN MOTOR INSURANCE

LOCAL AGENTS.

THE UNION TRADING CO. LTD.
York Building. Phone C. 578.

MONET-GOYON MOTOR CYCLES SUCCESSES INCREASE AGAIN AND AGAIN!

Recent Victories of M.G. 175 C.M.C.
FRENCH TOURIST TROPHY (2984.800 KM.)
1st and 2nd.

LYON GRAND PRIX M.C.

1st and 2nd.

GRAND PRIX OF THE LIMONEST

1st, 2nd, and 3rd.

THE FOREZ RUN (1,100 KM.)

1st, 2nd, 3rd and 4th.

MARSEILLES GRAND PRIX.

1st won on M.G. machine.

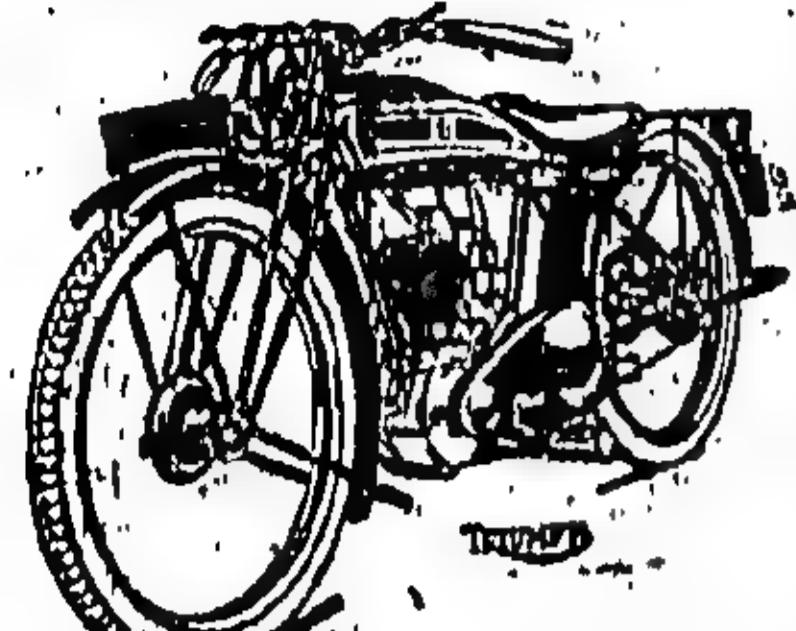
AND HOLDER OF NUMEROUS WORLD'S RECORDS.

Models fitted with two most famous engines—the M.A.G.

4-stroke and the VILLIERS 2-stroke.

It is always better to buy the best, not in Price but Performance.

EASY PAYMENT PLAN



BY THE WAY

Many motorists are troubled with the splitting of the side walls of their balloon tyres. Let it be said at the outset that, provided tyres are kept at their proper pressure, as recommended by the makers, it is only at very widely separated intervals that trouble will be encountered. Also it is easily comprehended that a tyre running at too low a pressure is much more likely to be punctured than one which is fully inflated, for the simple reason that there is actually a bigger surface on the road, and therefore, the possibility of running over a nail, or other sharp instrument is correspondingly increased.

In Three Feet of Water.

A very notable run was recently accomplished from Cape Town to Cairo, by Gerry Bonwier in a Chrysler "72" Sedan. This trip, which covered considerable mileage, was made under rather extreme road difficulties because roads in Central Africa are not yet developed to the high degree of European roads, but the Chrysler ploughed along, sometimes axle-deep in sand and sometimes covered with water. At one point, crossing the Limpopo River, the pontoon which was to carry the car across, could not reach the bank and it was necessary to drive the car through three feet of water to the pontoon. This was done with the aid of rubber pipes attached to the exhaust and motor caps over the spark plugs so that the car ran under its own power in the water.

Looking Back.

In the years of 1927 and 1928 up to date, there have been a considerable number of mergers in the automobile industry many of them between parts manufacturers and a few between major automotive manufacturers. In 1927 there were 21 mergers, two of which included manufacturers of complete automotive equipment. One of these was the Auburn who bought out the Lycoming Manufacturing Co., and the Limousine Body Co., of America. America La France Flye Engine Co. also bought out the Foamite Childe Corporation.

In 1928 there have been 11 mergers, up to date. The latest one, in which Chrysler bought control of Dodge Bros., is by far the largest. Marvel Carburetor Co. also bought the Wheeler Steeler Co.

COMMERCIAL VEHICLES.

British Servicing, Abroad.

Of late years definite indications have been forthcoming of the increasing sales of British commercial motor vehicles in overseas markets. This factor is, perhaps, due to a variety of causes, one being the large growth in the employment of road motors for all classes of transport, and another the preference of many purchasers for the British product, but it is undoubtedly also largely attributable to the improved servicing facilities which the most prominent British manufacturers have organised in countries abroad, some of them often thousands of miles from the works of the maker.

It would be difficult to conceive a better example of the thoroughness of a British service organisation for motor-vehicle users overseas than that provided by a task which was recently undertaken by Thornycroft (Australia) Ltd. Amongst a number of vehicles which this branch organisation of John I. Thornycroft & Co., Ltd., supplied to the Main Roads Board of New South Wales, was a Thornycroft type Q, three-way tipping wagon. This machine became involved in a serious collision with a railway train, at a level-crossing with dire results. After the accident the parts of the lorry were gathered up and returned to the Thornycroft service depot in Sydney New South Wales, some of them being badly misshapen and others damaged to such a serious extent as to be almost beyond recognition.

TOWN STORES LOSE.

The automobile and good roads have caused a general decline in sales for village and small town stores, reports the Bureau of Business Research of the University of Illinois. This is based on a survey of business in small towns of Illinois.

CARS TAKEN IN EARLY.

Of cars that are repossessed because of non-payment of notes due, it is reported more than a third are taken back before any deferred payment is made and more than three-fourths when not more than three payments are made.

BIG ENERGY LOSSES.

At 20 miles an hour, only 8 per cent. of the chemical energy of the motor fuel is utilized in driving the vehicle, says T. A. Boyd, of the General Motors Research Laboratory. Most of the rest is lost in heat dissipated through cooling water or the exhaust.

Why Changed Motoring Conditions Demand The Use of Quality Oil.

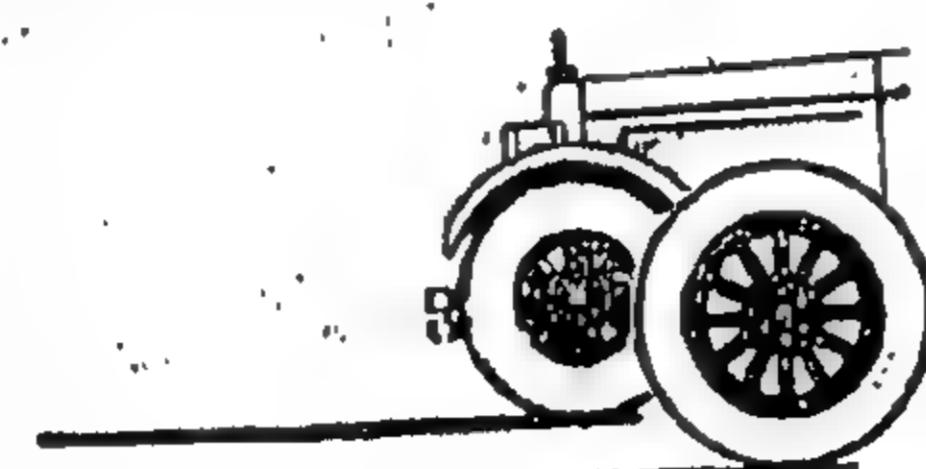
No. 2

When small wheels spin faster... How about oil?

Here is another change you notice in today's cars: smaller wheels. Many cars now have 30 inch wheels, where a few years ago they had 36-inch wheels.

"Good!" you say. "The car is that much closer to the ground. I get an easier ride."

But just a moment, please. That 6-inch difference in wheels means more than you realize. It calls for a new margin of safety in your lubricating oil. Why?



Because smaller wheels cover less ground per revolution. That is obvious. So your 30-inch wheels must revolve faster at 35 miles an hour than did the 36-inch ones.

What makes the wheels revolve faster? The engine. How? By providing more power impulses—more revolutions of the crankshaft—more piston strokes.



With this increased work your oil must travel faster—that's sure. It must resist more friction—that's certain. It must stand up under more heat—that's inevitable.

Does it? Does your lubrication rise to this new need? Are you guessing—or are you sure?

Yes; if you use Gargoyle Mobilol, Yes; if you follow the Mobilol Chart.

The Mobilol policy has always been to provide the richest oil that would circulate freely to every moving surface.

As change has followed change in automobile design, improvement has followed improvement in Mobilol.



Mobilol

Make the chart your guide.

When you use Mobilol, your choice is approved by the 182 automobile manufacturers who approve the Mobilol Chart. And by the 3 out of 4 motorists who use Mobilol regularly.

Put Mobilol to work for you—today. The Mobilol Chart at your dealer's will tell you exactly which oil to use in your engine.

Name of Passenger Car	MAKE THE CHART YOUR GUIDE.			
	1926	1927	1928	1929
Armstrong Siddeley 16 h.p. other models	A	C	G	BB
Austin 12 h.p.	BB	BB	A	BB
Bentley	A	C	A	C
Blitzen	A	C	A	C
Chrysler	C	C	A	C
Citroen 8, 10, 114, 116 h.p. 10 h.p. other models	A	C	A	C
Crossley	A	C	A	C
Crombie 14 h.p. and 16 h.p. all other models	A	A	BB	BB
Dodge	A	C	A	C
Dodge	A	C	A	C
Ford 300—other models	E	C	B	A
Ford Model T	A	C	A	C
Hupmobile	A	C	A	C
Humber 8/20 h.p. other models	BB	BB	A	C
Marie Celeste	A	C	A	C
Mercedes	A	C	A	C
Oakland	A	C	A	C
Oldsmobile	A	C	A	C
Opel	A	C	A	C
Packard	A	C	A	C
Maybach	A	C	A	C
Standard	A	C	A	C
Standard	A	C	A	C
Studebaker	A	C	A	C
White Knight	BB	BB	A	C

VACUUM OIL COMPANY.

THE CAR OF CARS—AND
Yours for \$3,100

FIAT Model 520

6 cylinders

NEW STOCK SOON ARRIVING
BOOK YOUR DEMONSTRATION RUN NOW

SOC. ITALIANA, IMP. ESP. ESTREMO ORIENTE, LIMITED.

67, Des Voeux Road Central.

Managers—A. GOEKE AND COMPANY.

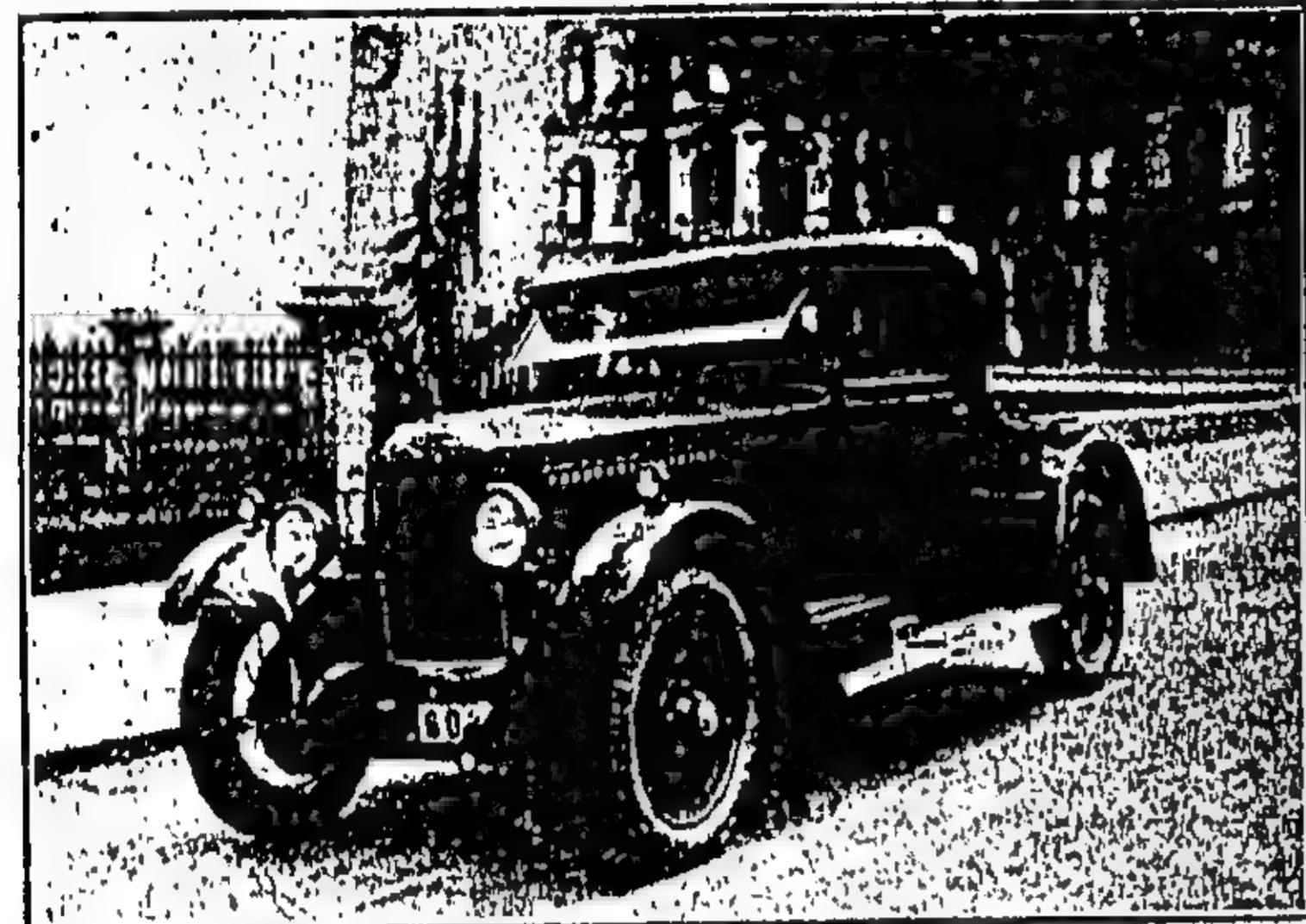
Telephone Central 4821.

SHOWROOM, WORKSHOP AND GARAGE.

67, Des Voeux Road Central.

Telephone Central 4821.

THE
SUPER-EXCELLENT
VAUXHALL



20/60 H.P. Custom Built Sports Cabriolet recently supplied to a local buyer.

THE "DAILY CHRONICLE" SAYS---

"One of the most remarkable new cars placed on the market recently.....its introduction created something of a furor in motoring circles."

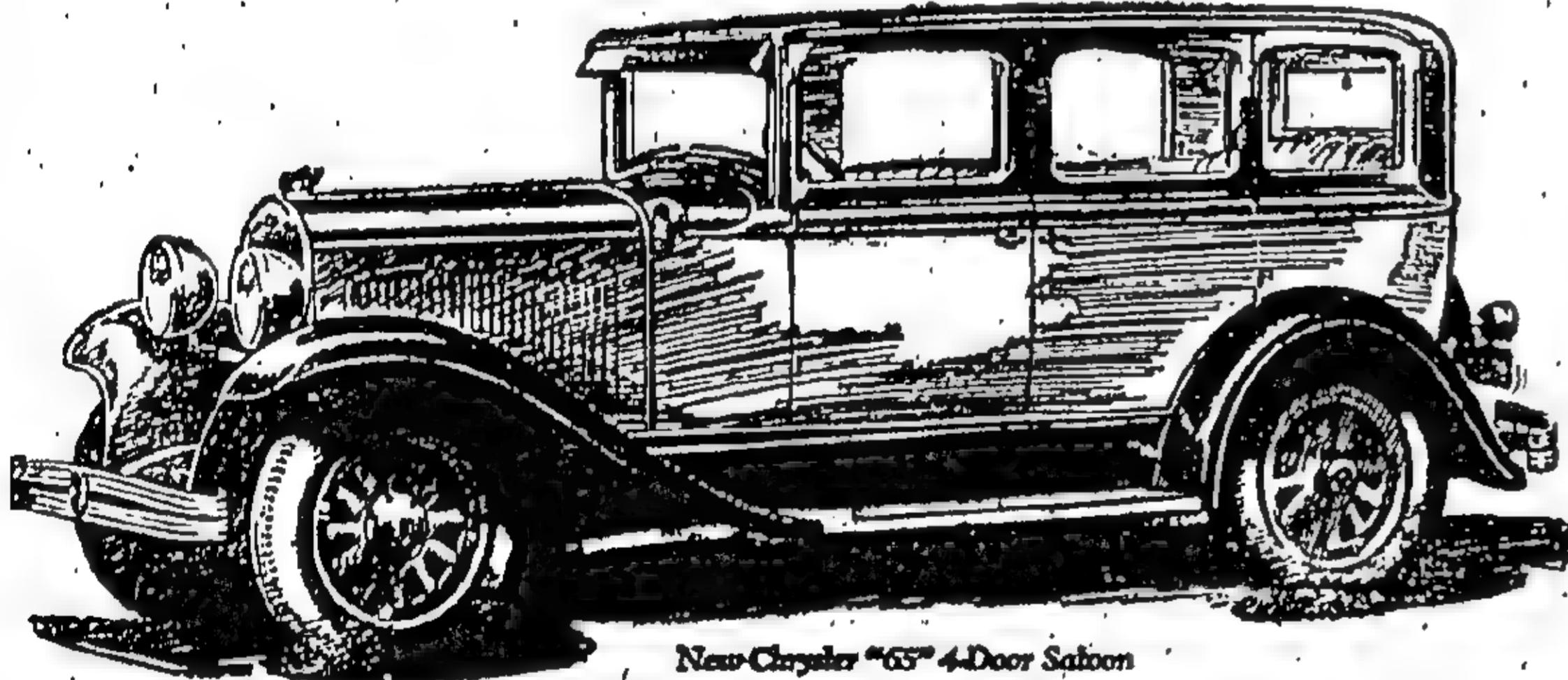
Full particulars from--

Lane, Crawford Ltd.

Motor Department.

Phone C. 3193.

New
CHRYSLER "65"



New Chrysler "65" 4-Door Sedan

IN the new Chrysler Sixes—the "75" and the "65"—Chrysler now sets striking new measures of beauty, when the artistry of an industry was seemingly at its height—new measures of performance, beyond even the sparkling Chryslers of other days—new measures of value—lower prices. It is expected of Chrysler that it shall provide the public with new style, new performance, new quality, new value. For it is the outstanding genius of Chrysler engineering, research, and manufacture that periodically they produce new extraordinary

offerings, beyond anything else the industry provides in performance and style. It is natural therefore, that the public has acclaimed these new Chryslers as surpassing all that has gone before—as ushering into existence an entirely new motoring style that re-styles all motor cars. In view of the unique degree of beauty, power, speed, luxury, comfort, efficiency and value of the new "75" and "65," it is not at all strange that the whole country is today more than ever Chrysler-wild.

Features—New Chrysler "65"—New larger engine—65 h.p.—"Silver-Dome" high-compression head using any petrol—characteristic Chrysler speed, power and pickup—counter-weighted 7-bearing crankshaft, only car at or near this price with this costly feature; new, slender profile radiator—new bowl-shaped lamps

—beautiful cowl moulding and cowl lamps—new, longer chassis and longer, wider, roomier bodies—new arched window silhouette—new "airing" full-crowned wings—new internal expanding Chrysler hydraulic four-wheel brakes, unaffected by weather conditions—Loewy hydraulic shock absorbers, front and rear—spring ends anchored in live rubber, instead of metal shackles.

A CHRYSLER MODEL

Car's Remarkable Acceleration.

TESTS ON DASHWOOD HILL

(By the Hon. Maynard Greville in the Morning Post.)

Probably the most useful function in a modern car, intended for use in this country, is rapid acceleration up to 60 miles an hour.

The present crowded condition of our highways does not allow of high maximum speeds, but the man whose car will accelerate really fast up to moderate speeds scores every time.

The "Red Head 72" model Chrysler is one of the best cars for this purpose, its acceleration up to about 60 miles an hour being remarkable. No car within hundreds of pounds of its moderate price, and within litres of its engine capacity—with the exception of certain sports models—can expect to compete in this category.

Recently I tried a "Red Head 72" with a two-seater body, and I can only say that I was astonished at its performance.

The "get away" was extraordinary, both on the top gear and on the second.

In passing, I may explain that in the "Red Head" model the ordinary detachable head has been removed and a high compression head fitted in its place.

In America, where the car is built, it is, of course, intended that a special anti-detonating fuel should be used, but, although, I tried the car on every description of fuel, I never succeeded in getting a solitary "pink" out of it with the ignition fully advanced, and it appeared to be equally at home on any petrol.

The car I had, however, was almost new, and it is possible that when the engine had become dirty, either benzene mixture or some other anti-detonating fuel would be advisable. If really slow top gear running were desired.

As it was, I found that the car would wander along on the top ratio at walking pace, and accelerate away again in a flash without a tremor, although, of course, the beautiful little two-seater body that it carried was light for such a hearty engine.

A Stiff Test.

The speedometer was slightly optimistic, but the acceleration figures I obtained were roughly, 10 to 20 m.p.h. in a little over three seconds, 10 to 20 m.p.h. in a little over six seconds, 10 to 40 m.p.h. in 10 seconds, 10 to 60 m.p.h. in 19 seconds—all on top gear.

A standing 70 miles an hour took rather over 37 seconds, while on the second gear, five to 25 m.p.h. was accomplished in a little over four seconds.

The new long section of Dashwood Hill was conquered in the remarkable time of 1 min. 18 secs. from a standing start, the speed at the top being about 65 miles an hour, while the old short section (also from a standing start) was covered in 41 2/5 sec., the speed at the top, being about 50 miles an hour.

I also entered the one-in-ten section of the hill at 20 miles an hour on top, and reached 54 miles an hour before the summit was reached.

The road-holding qualities of the car were good up to about 60 miles an hour, but beyond this speed the car required a certain amount of holding, and the springing, although good at low speeds, was rather light at high speeds unless the full complement of four passengers was carried.

Light Steering.

The steering was light and positive, with a good lock, although a trifle low-gear'd for my liking, while the brake showed over 50 per cent. efficiency on my Len brake gauge when the bands were dry—when the bands were wet, however, action was considerably impaired. They are of the Chrysler-Lockheed hydraulic type, which the hand-brake works on a drum behind the gear-box.

The clutch was delightful and of the single dry plate type, while the springs were semi-elliptic, with ingenious rubber mountings and no shackles.

The three-speed gear-box was easy to use, although the car would do everything on top, and first was really an emergency ratio, starting being easy on second.

The two-seater body was one of the best I have ever seen. The "dickey" was roomy and comfortable, whether used for luggage or passengers. It has, too, most attractive lines, while there is a great deal of room in the front seats.

At £525 this car has a remarkable performance, especially with a side valve engine. The R.A.C. rating is 25.35 h.p.

WOMEN DRIVERS.

High Speeds in Trials.

Announcement has been made by the Contest Board of the American Automobile Association that four women, all possessing only average driving experience, recently piloted The Studebaker Commander and The Studebaker Director in two unique 500-mile tests.

Driven entirely by women pilots, a fully equipped stock Commander Roadster on June 13, travelled 500 miles on the Atlantic City Speedway in 588 consecutive minutes, maintaining an average speed of 77.21 miles per hour for the entire distance. This record is only 2.4 miles per hour lower than the American record for fully equipped stock cars for the same distance, also held by The Commander.

Immediately following The Commander's run, the women took charge of a stock model Studebaker Director. This model holds all American speed and endurance records for fully equipped stock cars in its price class. Relieving each other in two-hour shifts, the four women completed the 500 miles with an average speed of 60.37 miles per hour.

The two performances were checked and certified by the Contest Board of the A.A.A. Each of the Studebaker cars was certified by this same body to be strictly stock and fully equipped.

In order to maintain the high averages and still make stops for relief drivers and fuel, the feminine drivers kept their mounts soaring well above the final average figures.

The women who drove the cars were Bertha and Caroline Winnal, Marie Morton and Mary Jobling, an English film star.

Studebaker points to these performances as proof of the ease with which the championship speed of Studebaker cars may be obtained and controlled. As one Studebaker official remarked, "These two 500 mile runs in which women did the driving defeat the theory that women are not as proficient as men in piloting motor cars."

NASH

To-day presents a
New and Finer Motor Car
New Twin Ignition Motor.
New Salon Bodies.

The three new Nash Series, which are being introduced everywhere to-day, achieve the ambition of my manufacturing career.

"They represent an entirely new type of motor car, priced moderate, but offering you all the beauty and quality and performance heretofore exclusive to very expensive automobiles.

"To create such a car we had to develop an entirely new type of design and invest over £2,500,000 in dies and machinery alone.

"Naturally space precludes the full listing of all features but I do want to draw your attention to a number of the outstanding attractions such as—

"Twin-ignition, high compression, Bohnalite aluminum alloy pistons with Invar-struts,

7-bearing crankshaft with hollowed crankpins, Blijur centralised chassis lubrication, Houdaille and Lovejoy shock absorbers, Blix-Nash bumpers and bumperettes, chrome plating over nickel for all exterior metal ware, double-drop frame, one-piece Salon fenders and longer wheelbase lengths.

"I don't think anyone will ever want to use all the speed and power the engine delivers.

"If my judgment is worth anything you will find it well worth while to-day to examine this new automobile development with the greatest care."

(Sgd.) C. W. NASH,
President, The Nash Motors
Company.

WONG SIU WOON.

SOLE AGENT FOR SOUTH CHINA

21, Pollinger Street. Phone C. 1474.

Service Station: 76, Des Vaux Road Central. Phone C. 684.

OIL EXCEEDS GOLD.

WORLD SHOW IN 1929.

California, noted as a gold state, far exceeds that valuable mineral in its production of oil. In the last 50 years, gold produced in that state was valued at \$345,546,000, while oil produced there in the same period amounted to \$2,558,294,000.

EXPECT MORE TOURISTS.

American tourists in Canada are expected to increase some 500,000 this year from 2,500,000 in 1927.

FRONT-WHEEL DRIVE.

A newly-organized firm at Okmulgee, Okla., will begin production of front-wheel drive automobiles soon. The cars will cost from \$1,490 to \$1,045.



BUICK FOR 1929--
AN ANNIVERSARY
CAR-BUILT TO CELE-
BRATE 25 YEARS
OF WORLD LEADER-
SHIP--ON DISPLAY
VERY SOON

A. LUNG & CO.

19, Queen's Road, C.

Tel. C. 1219.

THE DRAGON MOTOR CAR CO., LTD.

Telephone C. 1246 & 1247 ... 33, Wong Nei Chung Road, Happy Valley.

CAMPBELL'S NEXT RECORD ATTEMPT.

To be Made in the Syrian Desert Next September.

It is not surprising that Captain Malcolm Campbell has selected the Syrian Desert for his proposed attempt to regain for England the world's land speed record. He has searched the English and Danish coasts without finding a stretch of sand that he regards as suitable, and coastal sands, at their very best have always the grave disadvantage of limited width, with the risks of the sea on one side and the spectators on the other.

A Sun-baked Waste.

The Syrian Desert is a vast stretch of sun-baked waste at this time of year, perfectly smooth and hard in some places, rough, rutted and overgrown with camelthorn in others. In the days of the Persian and the Greek empires this desert was a highway linking the Mesopotamian and the Mediterranean civilizations. For two thousand years, however, it has not suffered the tread of man and beast to any extent, until the recent war and the years immediately following its close. In 1923 Norman and Gerald Nairn, two officers who had served in the Near Eastern campaigns, bravely started a mail service with Cadillac cars between Baghdad and Damascus. It was practically a non-stop dash across the 600 miles of nothingness, with one reliable oasis, namely Ruteh Wells, half-way across.

By their pluck and endurance the service was developed and regularized in spite of the difficulties of mud in winter and the trouble with Arab raiders during the 1925 period of the Druse rising. Last year the Nairn Co. introduced six-wheeler, saloon coaches on the route, so that nowadays the crossing is made in about 26 hours with safety and comfort.

The eastern half of the track from Baghdad via Fellujah and the R.A.F. aerodrome of Ramadi, to Ruteh is not suitable for great

speeds. There are several wadis to be crossed—dried-up water-courses, which in the winter are steams emptying into the Euphrates. The track is rather badly rutted as a rule and strewn with small boulders.

West of Ruteh, however, there is a splendid stretch of nearly 300 miles of smooth, hard ground, where speed is possible with safety. Nairn's saloon coaches, carrying 15 passengers and two British drivers, a ton of luggage (on the roof) and 150 gallons of petrol, besides water, ice and food supplies, exceed 40 miles per hour for long stretches. Travelling westward they are met 150 miles east of Damascus by an armed Cadillac car, which escorts them through the more dangerous parts of the stronghold of the Arab tribes, Cadillac and six-wheeler bowl comfortably along together at 40 to 50 m.p.h.

Difficulties to Face.

Captain Campbell has, however, some considerable difficulties to face. The greatest difficulty, of course, is the heat, which will call for the very best in tyres and for careful carburettor and radiator adjustments. He will also, have trouble with mirages, and it is quite possible that the mirage difficulty will necessitate all practise runs and the record attempt being made before 8 o'clock in the morning. After 8 o'clock they become very trying; they obscure the land ahead and give the impression that one is driving over the edge of a cliff.

As regards the surface, there should be no difficulty in selecting a stretch of 30 or 50 miles of practically perfect road, with a width of several miles, free from camel thorn, ruts and boulders. If it is near the motor mail track he will find it necessary to make a search for broken bottles, for the modern desert travellers have a carefree way of discarding beer

A MAN'S JOB.

No Machine Can Replace Him.

Pontiac, Mich., July 3.—For 34 years W. E. Noble has worked at the same job in the plant of the Oakland Motor Car Company, here, but no machine has yet been found to replace him!

Now Noble, at 65, is resting a bit while the machinery from the old plant is being transferred to the new \$3,000,000 assembly plant. Then he'll take up his old tools again, relics of the horse age, and resume his unique occupation.

It is fashioning the leather used in upholstering the sport models of the Oakland All-American Six. Back in 1894 Noble served in the same capacity with the Pontiac Buggy Company, which later

GOODYEAR Pneumatic Bus Tyres deliver their superior grade of performance because of their special design and construction. They have the All-Weather tread for powerful traction and road-gripping safety in any going. They have the long-lasting strength provided by extra-strength, extra-durable SUPERTWIST cord. For uninterrupted revenue mileage at low tyre-mile cost, equip 100% with Goodyear.



For every Goodyear Bus Tyre there is an equally fine Goodyear Tube, built especially to the needs of bus service

GOODYEAR

DISTRIBUTORS

ALEX. ROSS & Co. (China), Ltd.

PRINCE'S BUILDING, HONGKONG.

CHEVROLET'S LEAD.

Big Volume of Business.

It must not be thought that the surface is sandy one. It is quite a hard clay ground, thoroughly moistened every winter and baked solid by the summer sun. The summer weather is utterly reliable—too utterly for words—and there need be no difficulties of wind in the early mornings, although there are usually gusts in the afternoon, and whirlwinds lifting black columns of dust some 200 feet up are quite the common thing.

As regards organization and protection there are now ample facilities. Supplies can be obtained in Damascus, and the Nairn company has there a most up-to-date workshop with lathes, machines, arc welding and other plant. If the camp is pitched nearer to Ruteh, supplies of ice, water and food can be arranged from there, for where existed merely the wells there is now a British fort housing a modern hotel, wireless station and military protection. Finally, Imperial Airways, Ltd., and the R.A.F. are in constant patrol over the desert, so that altogether Captain Campbell will, probably, be well pleased with his choice. Good luck to his effort.

During May, the Chevrolet Motor Company shattered all production records of its sixteen years' existence by turning out 140,700 units. The peak for a single day was reached on May 28th when 7075 finished cars and trucks rolled off the assembly lines.

Production of 1928 models to June 1st last year the Company had built 513,000 new models; in 1926 326,000 units, and in 1925 less than one-third the volume achieved during the corresponding period this year.

The output for May was 25,000 units in excess of the 115,000 cars and trucks built in the corresponding period last year which, until this year had been the largest production month in the history of the Company.

In view of the high May volume and the June schedule, Mr. Knudsen has stated that by the middle of the year the number of new cars built would be well beyond the three-quarter million mark.

All production operations of the Company have been running at capacity since early in the year. The high May volume was made possible because several plans have been expanded and a new assembly plant, opened at Atlanta, Georgia, to relieve the other fourteen domestic manufacturing operations, got in its first full month's production during May. Another new plant of similar size to the one at Atlanta has recently been announced for Kansas City, Missouri.

evolved into the Oakland Motor Car Company. At that time he was engaged in trimming the gorgeous buggies of the smart set.

"Our production was about five or six buggies a day," he says. "We had yearly models then just as they do to-day with automobiles. But things certainly have changed since I came here."

"For instance, our 'conveyor line' for buggy wheels was a line of men standing between the freight car and the factory entrance. The first man gave the wheel a whirl and rolled it along the platform. Just as it began to wobble, the second man caught it and rolled it on to the next. Some of the boys were pretty good at it."

"To-day in the Oakland Six factory the wheels, all matched in sets of the same colour, and equipped with inflated tyres, appear out of a conveyor chute at the exact moment that a car of the same colour comes along on the assembly line. They've certainly got 'em down to a system. Never yet got a machine, though, that could do my job. I'm still cutting leather just like I did back in 1894."

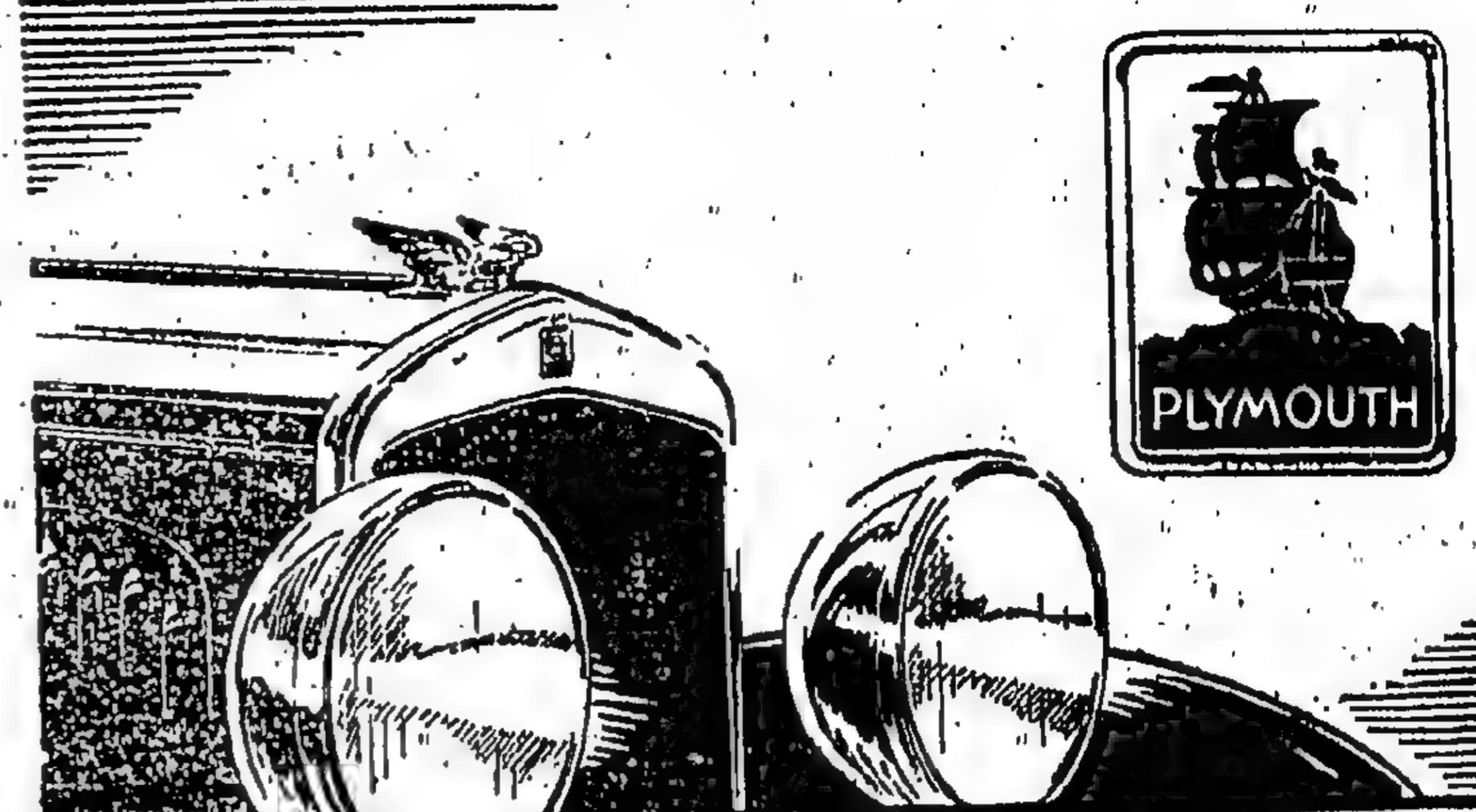
"I went along trimming buggies until 1907 when E. M. Murphy, president of the Pontiac Buggy Company, decided that maybe there might be something to this horseless carriage business. He set one little building aside for an automobile factory and I was put on auto trimming."

"At first the car had two cylinders and you had to pay extra for things like tops and headlights. The whole car except the top and trimming was assembled. All the parts were shipped in and a gang of men just worked around a car until it was finished. About two cars a day was our limit at first and the buggies were still the company's main product."

"The next year they brought out the first four-cylinder Oakland. The automobiles soon became more important than the buggies and more space was used in the assembling."

"Finally in 1909 the company was taken over by General Motors. But I kept right along the same job and I'll be back at it again when they start up in the new building."

NEW CHRYSLER PLYMOUTH



A New Car...A New Car Style...A New Zenith of Low Priced Car Luxury and Performance

New slender profile chromium-plated radiator.—Long, low bodies.—Generous room for 2 to 5 passengers, according to body model.—Luxurious deep upholstery and appointments detail.—New "Silver-Dome" high-compression engine, for use with any petrol.—Smooth speed up to 60 and more miles an hour.—Chrysler light-action internal expanding hydraulic four-wheel brakes—no other car of this price possesses this feature.

With the new Plymouth, Chrysler is the first to give, at so low a price, the advantages of performance, riding ease, dependability and full adult size which characterize fine cars of higher price.

And above all, you must see its beautiful lines and finish, and stretch at ease in its deep upholstered, full adult-size bodies, to comprehend how completely the Plymouth surpasses cars in the low-priced field.

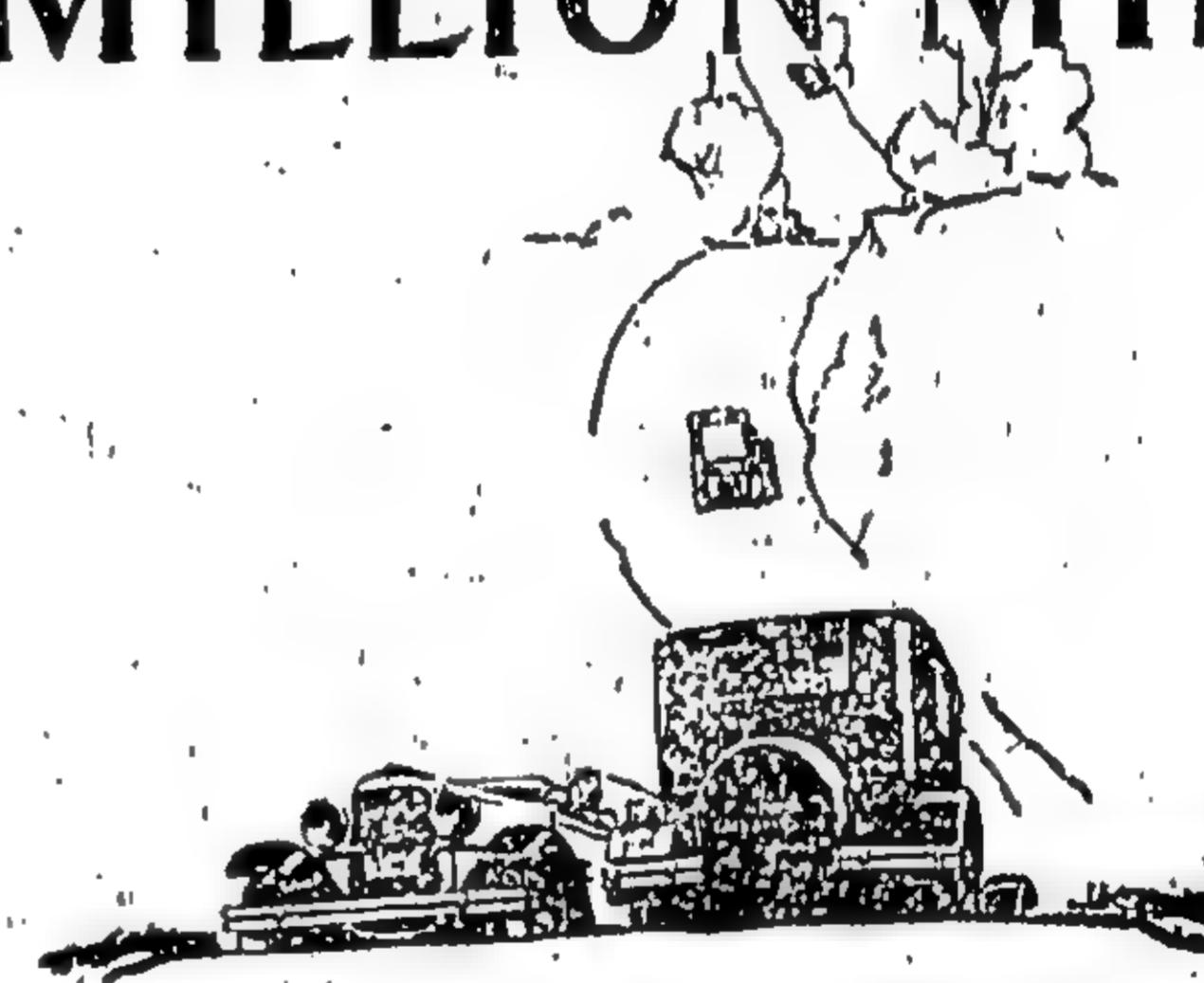
Please see and ride in the Plymouth. We believe you will discover there has never been a car anywhere near its price that can approach the Plymouth for power, pick-up, smoothness, easy handling, safety, quietness and roominess—not that can equal it in beauty and style.

A. LUNG & CO.

19, Queen's Road, C.

Tel. C. 1119.

PROVED BY A MILLION MILES



Before the new Oldsmobile was presented to the public more than a million miles of testing were put behind it. For two years it was threading the traffic of street and highway... running the gauntlet of exacting tests on the General Motors Proving Ground... 1,177,000 miles of wearing and tearing use!

As a result, the new Oldsmobile brings to buyers those fine car qualities which

TOURING
\$2,500
ROADSTER

Prove this car for yourself and you will know why thousands of buyers are choosing the new Oldsmobile Six.

OLDSMOBILE
PRODUCT OF GENERAL MOTORS

The Dragon Motor Car Co., Ltd.

TELEPHONE C. 1246

33, WONG NEI CHEUNG ROAD.

THE FINE CAR OF LOW PRICE

HONGKONG PENSION AMENDMENT.

NEW RULES FOR MATRONS AND SISTERS.

CALCULATION BASIS.

It is notified in the Gazette that the Pension Minute (General Order No. 155) has been amended by the deletion of paragraph 10 of Clause No. 1 and the substitution of the following therefor:

A European nursing sister or matron, who has not less than three years' Government service in the Colony, and who has been employed as a qualified nursing sister or matron in the public service or in a public hospital, in the Colony or elsewhere, to which she was appointed by the Colonial Government or through the Overseas Nursing Association, for a term or terms which, together with such Government service, make up a period of not less than 16 years in all, and who would not otherwise be entitled to a pension, gratuity or other retiring allowance under the provisions of this Minute, may be granted on her ultimate retirement from the Government service, or from such employment as aforesaid, as the case may be, a retiring allowance calculated at the rate of 8s. 4d. per annum for each month of her Government service in the Colony.

For the purposes of this paragraph such periods of three years and 16 years need not be continuous.

Provided that the above mentioned minimum period of 16 years shall be reduced to 10 years in the case of a European nursing sister or matron who is compelled by ill-health, not caused by her own misconduct, to relinquish her overseas nursing career.

Provided further that, except in the case of ultimate retirement on account of illness, no such retiring allowance shall be payable, until the nursing sister or matron reaches the age of 50; and provided further that the grant of such retiring allowance shall be dependent on the production to the satisfaction of the Secretary of State of certificates of satisfactory service in respect of each term of service and term of employment making up such minimum period of 16 years or 10 years, as the case may be, and that the total retiring allowance drawn by the nursing sister or matron from all sources in respect of Government service in the Colony and employment as aforesaid in the Colony and elsewhere shall not exceed the amount of pension which she would have drawn if her whole service and employment as aforesaid had been on the pensionable establishment of the Colony.

The provisions of this paragraph 10 will apply to all European nursing sisters and matrons in the service of the Government of the Colony on or at any time after 1st January, 1926.

CITY PROPERTY DEAL.

ICE HOUSE ST. BLOCK IS SOLD.

Another important deal, involving property situated in the heart of the city, has been put through by the sale of that block of old buildings comprising the central part of the Ice House Street which has changed hands at \$40 per square foot.

Measuring 5,749 square feet in area, the property is situated between No. 8a, Des Voeux Road, which is occupied by the Netherlands India Commercial Bank, and No. 11, Queen's Road Central, occupied by the Netherlands Trading Society. In it are at present housed the new shop of Messrs. Wm. Powell, the headquarters of the Hongkong Stockbrokers' Association, the modiste's shop of Madame Clerget, and Messrs. Kelly Sayce's book store.

Confirmation of the deal was obtained from Messrs. David Sasson and Co., who, it is understood, were acting for a number of the Sasson family in the disposal of the property to a Chinese broker, who is referred to in the transaction as "the investor." Dr. Fred Kew was the broker engaged in the transaction.

The future of the property in question has been for a number of years the subject of speculation, and its sale has been rumoured on more than one occasion. At \$40 per square foot, at which the property is now sold, the total sum involved falls under a fraction of three lakhs.

It is understood that the deal is to be completed within six months. It is not definitely known what the new owner intends to do with the block.

Five puppies belonging to the executors of Captain Lowenstein have been detained in quarantine, states the "London Gazette."

CRIMINAL LIBEL CHARGES.

MAGISTRATE MAY TRY SUMMARILY.

AMENDED LOCAL LAW.

The Gazette contains the draft of an Ordinance to amend the Magistrates Ordinance, 1890.

Clause 2 of this Bill amends the present section 90 of Ordinance No. 3 of 1890, which was enacted by Ordinance No. 23 of 1927, Section 13, by restoring to a magistrate the power to review his decision on a criminal charge.

The Tongshan mining area is quiet, according to messages despatched yesterday, the withdrawal of the Fengtien infantry and artillery into Manchuria continuing.

The Shantung-Chihli troops have evacuated Hanku and Lutai and are concentrating about five miles west of Tongshan.

The transport Matsu Maru has sailed from Chinwangtao for an unknown destination.

Chu Yu-pu and Ho Feng-ling visited Chang Chung-chang at Knitting on Wednesday. Li Tae-ling arrived at Chinwangtao on Thursday morning accompanied by two Japanese and it is understood that the party will go on to Kalgan to advise Chang Chung-chang to give in.

A train bearing about 500 Nationalist troops, under Feng Chuan, arrived at Lutai on Thursday. The Shantung armoured train is still patrolling as far as Iluok-chung.

Mukden Conference.

Shanghai, Sept. 7.

Under the leadership of General Chang Hsueh-liang, a military meeting was held at Mukden two days ago, those attending including Generals Yang Yu-ting and Chang Tsao-hsiang.

The decisions reached were:—(1) The Fengtien Government will take the responsibility of paying off the Shantung-Chihli troop remnants which have now been demobilised;

(2) to urge General Chang Chung-chang to retire; (3) on account of the fact that General Pei Chung-hsi is stationing a large contingent of his Human troops near Shih-hai-kwan Pass, he be requested to disarm all the troop remnants, who endeavour to get through;

(4) if any of the defeated troops make an attempt to penetrate into Manchuria, the Government will take rigorous measures to disband them.

Chu Yu-pu at Mukden.

Shanghai, Sept. 7.

General Chu Yu-pu has arrived at Mukden and expressed his willingness to cease operations against the Nationalists.

General Chang Hsueh-liang has replied asking him to retire and also to advise General Chang Chung-chang to do likewise, adding that the Government has decided to withdraw all Fengtien forces from within the Great Wall back to Manchuria as an indication that they intend to take no part in the present operations.

On the other hand, it appears that General Chang Chung-chang is not so conciliatory as his colleague, Chu Yu-pu, for another telegram states that General Chang wired to Chang Hsueh-liang for help, proposing that Manchuria should send an army of 30,000 men to join in the war against the Nationalists.

It is understood that Chang Chung-chang recently sent a personal envoy to Tientsin to arrange peace with General Pei, but because of the terms of the latter the negotiations have failed.

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THE GRAND TATTOO.

PORTUGUESE CO-OPERATION IN STRIKING TABLEAU.

In our Picture Page today we reproduce the photographs of two leading Portuguese young ladies who are taking part in the Portuguese display in the forthcoming Grand Tattoo. Both the young ladies are familiar figures in Hong Kong.

Mlle. Maria Barbosa will be remembered as the charming daughter of H.E. Senhor Arthur Tamagnini de Souza Barbosa, who accompanied her parents on the occasion of the official visit of the Governor of Macao to Hong Kong just a year ago. Mlle. Barbosa, by her graceful pose and commanding figure, will make a dignified "Britannia" in the tableau representing the world's oldest alliance, that between Great Britain and Portugal.

Mlle. Maria Louisa de Albuquerque Castro is well-known in Hong Kong as the daughter of the Consul-General for Portugal in this Colony and Mme. Albuquerque Castro. She is a typical daughter of fair Lusitania and, as such, no happier choice could be found when the part of "Portugal" was assigned to her.

The Portuguese Committee of the Grand Tattoo are to be congratulated on enlisting the support of the two young ladies who cannot fail to charm the spectators in the respective roles so fittingly assigned to them.

BOWLS INTERPORT.

HONGKONG LOSE BADLY TO SHANGHAI CLUB.

(Our Own Correspondent.)

Shanghai, Sept. 7.

After their brilliant victory in the Interport game, Hongkong suffered a surprisingly heavy defeat to-day, when they met the Shanghai Lawn Bowls Club.

The visitors were handicapped by the strange green, and a gusty wind had serious effect on play. Nevertheless the defeat of Hongkong was unexpected. They went down by 35 to 8.

Richards skipped the Club team and was gratified to see his men go off with a useful lead. Liang, the Hongkong skipper, had a disappointing afternoon. When five ends had been played the Shanghai Club had scored seven points to Hongkong's one, and at the tenth end the lead had been increased by six (17-6).

The situation looked hopeless for Hongkong, and hopeless it was. After the fifteenth, the scores were 20-6 in the Shanghai Club's favour, and at the twentieth they had drawn further away (31-8). The last end gave them four.

Hongkong never looked like winning and had only six in their favour, nearly all singles. Scores:

S.L.C. Hongkong.

F. L. Marshall Brown.

Frost Munro.

Richards Blair.

35 Liang.

WAR OPERATIONS IN THE NORTH.

U. S. BATTALION SENT TO CHINWANGTIAO.

CHANG RETIRING.

Naval wireless messages received in Hongkong to-day state that Japanese troops, with the exception of a small maintenance party, are leaving Chinwangtao. An American relief battalion has arrived there.

The Tongshan mining area is quiet, according to messages despatched yesterday, the withdrawal of the Fengtien infantry and artillery into Manchuria continuing.

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Chemical Works	Rope Works
Collieries	Rubber Factories
Copper Mines	Sand Blasting
Copper Smelting	Ship and Shipyards
Explosive Factories	Steelworks and Rolling Mills
Flour Mills	Sugar Factories
Gas Works	Tailoring Factories
Glass Bottle Works	Tea Estates
Gold Mines	Textile Mills
Leather Works	Tin Mines
Locomotive Works	Tobacco Factories
Motor Car Factories	Woodworking Shops
Oil and Cake Mills	&c.
Paint and Colour Works	

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BRIGHT PROSPECTS FOR BOXING.

TWO STAR MEN ON H.M.S. CORNWALL.

If present indications are borne out by experience, Hongkong is likely to enjoy the most successful boxing season of recent years. A galaxy of talent has been brought to the China Station by the new County cruisers, the latest arrivals being Jock Creighton, one of the leading welterweights in the West of England, and Leading Stoker Mann, a heavyweight of much distinction.

Photographs of both men appear on our Picture Page to-day. Mann is one of the foremost exponents at his weight in the Imperial Services, and the only difficulty in Hongkong would appear to be to find him an opponent worthy of his steel.

Leading Stoker Mann is the present holder of the heavyweight championship of the Imperial Services, and of the Royal Navy and Royal Marines.

The latter title he won for the first time in 1924, in 1926 he took the heavyweight championship of the Mediterranean Fleet, in 1927 he won the championships of the Royal Navy and Royal Marines and of the West of England.

Early this year, he defeated all comers in the Imperial Services championships. With such a fine record, it will be a great pity if the Colony is unable to produce a man who will extend him.

In the course of his career he has fought 79 professional contests, having lost three, drawn one, and won 75. It is notable that his only drawn fight was against Johanna Stranne, of Sweden, last year, after a memorable fight over fifteen rounds.

Jock Creighton, another keen fighter brought out by H.M.S. Cornwall, is more happily situated. A welterweight, he will find no dearth of opponents at his weight, indeed, it is certain that Hongkong will be, remarkably strong in his class this year.

Creighton has fought and beaten every weight in Plymouth, while on more than one occasion he has figured in leading bouts at the Ring.

Creighton has beaten Patsy Flynn, a star Belfast welter, Arthur Bown, of Exeter, Johnny Morgan, Welsh champion, Boy Wills, for the championship of the West of England, Jim Howard, Middleweight champion of Plymouth after a draw, John Begbie, etc. etc.

On the "Cornwall" he is regarded as one of the best men at his weight in the Royal Navy, and he will have an opportunity of justifying their confidence, very shortly.

Among the first-class welters likely to perform in Hongkong during the coming season are Corp. Duncan, A. B. Ewin, and Signaller Morris, a very formidable trio.

PING-PONG LEAGUE.

SOUTH CHINA A.A. OBTAIN CHAMPIONSHIPS.

The match between the South China A.A. and the Wah Yan O.B.U., played last evening at the premises of the Chinese Catholic Society, decided the holder of the "Kom Tong" Challenge Cup this year. The scores were very close at one time but nearing the end South China forced a greater lead and finally secured the victory by 59 games to Wah Yan's 49.

South China A.A.

	Points
Wong Tung-hoi	13
Ko Yau-cheung	11
Wong Lan-yiu	10
Kwok Man-ching	10
Yuen Yu-cheung	8
Fok Hin-chin	7
Total	59

Wah Yan O.B.U.

Ng Tai-ping	11
Chang Sum-chuen	11
Chan Ying-ting	10
Wong Mo-ping	7
Chang Ying-fook	7
Ng Tin-fon	4

Total 49

All the League-matches are now over and the South China A.A. are to be congratulated on their success in winning both the Senior and Junior Championships.

NEW HIGH CRICKET RECORD.

(Continued from Page 1.)

A great duel ensued, but the Gentleman succeeded with one wicket in hand.

M.C.C. TEAM IN FORM.

In Strong Position at Scarborough.

Mr. C. I. Thornton got together a very strong side to meet the M.C.C. Australian team at Scarborough, but they were outplayed by England's representatives, who were robbed of victory by rain interruptions which did not permit the finish of the game.

The cricket was notable for the consistency of the England's team's batting rather than by any outstanding performance.

Mr. Thornton's XI were sent in for the last innings requiring 350 runs to win. 180 had been knocked up for the loss of three wickets when stumps were drawn. The scores were:

M.C.C. team: 416.

Thornton's XI: 293.

M.C.C. team: 236 for 5 (dec'd).

Thornton's XI: 189 for 3.

The feature of the game was some brilliant bowling by Tate in the Thornton team's first innings. He took 5 wickets for 71 runs. No player succeeded in reaching three figures.

A WONDERFUL RECORD.

Freeman's Amazing Bowling Performances.

One of the most interesting games of the season, providing some capital cricket, was that between Kent and an M.C.C. team at Folkestone. The M.C.C. were strongly represented and they won by four wickets.

The batting performances of Woolley, J.L. Bryan and R.H. Bettington were, however, overshadowed by the accomplishment of a wonderful performance by "Tich" Freeman, the Kent bowler.

By taking ten wickets in the course of the match, he brought his aggregate bag for the season to 291, which beats the remarkable record of Tom Richardson, set up 33 years ago.

Freeman's 291 is the highest ever taken in a single season in the annals of first-class cricket, the nearest approach to this figure since the war being 228 by Tate in 1926.

The scores were:

Kent: 270.

M.C.C.: 376.

Kent: 394.

M.C.C.: 289 for 8 wickets.

It will be seen that the match produced an aggregate of well over 1200 runs. In Kent's first innings, Woolley gave a superb display hitting up 125 in his own inimitable style, scoring with perfect freedom in all directions.

R.H. Bettington stood out when the M.C.C. batted. He alone severely punished Freeman, who bowled splendidly to take 6 wickets.

A dashing display by J.L. Bryan who hit up 140 enabled Kent to make a good recovery, but the M.C.C. set about their task in great style and made the necessary runs for the loss of six wickets. Freeman took four for 117.—Reuters.

JUNIOR BASEBALL.

CHINA ATHLETIC DEFEAT THE KIORA NINE.

In a close and exciting game at Happy Valley yesterday, the China Athletic baseball team defeated the Kiora nine by five points to one.

The game was scheduled for seven innings, but owing to falling light the umpire called the game during the first half of the seventh frame. At the end of five innings the score was five to one in favour of the Athletic, and according to the rules the game goes to them.

Despite falling light, the Kiora team did their best to make up the deficiency of four points, between them and their opponents. In the sixth inning they obtained two points and two more were added in the seventh, with only one man down, when the umpire called the game.

On form, there was very little difference between the teams. Fielding errors were the rule rather than the exception.

The score by innings was as follows:

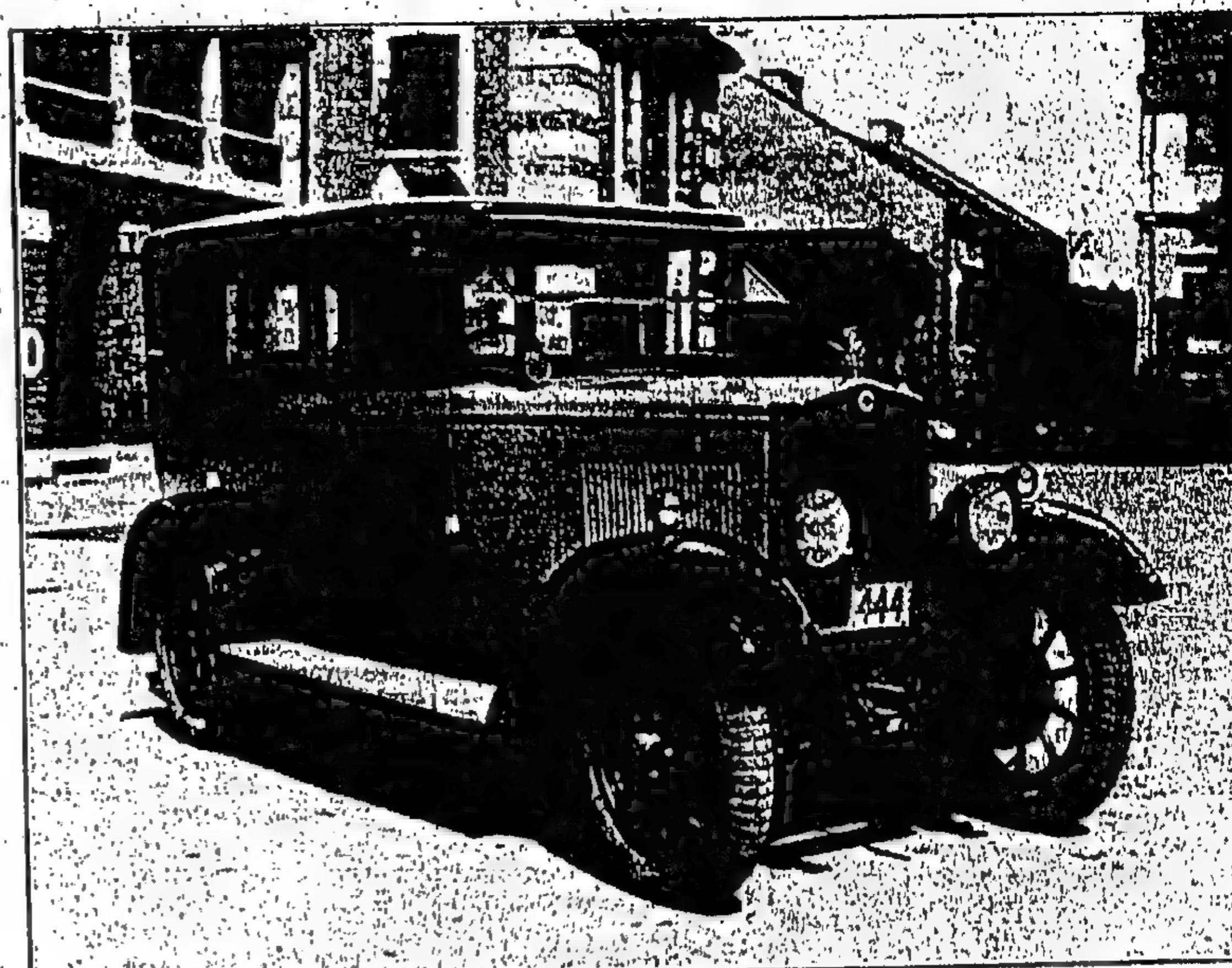
1 2 3 4 5 6 7 Total.

Kiora 0 0 0 1 0 2 2 5

China Athletic 0 3 2 0 0 0 0 5

*Unfinished inning.

HONG KONG'S NEW TAXI-DE-LUXE.



Above is one of the new Morris saloon taxis-de-luxe, which has just arrived in Hongkong. A fleet of these fine vehicles will soon appear on the streets. (Photo: Mee Cheung).

HONGKONG TRADE.

EFFECT OF JAPANESE BOYCOTT.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, is:

Woolens.

These prophecies may be intended

to deter dealers from purchasing British goods whilst the anti-Japanese boycott prevails:

Woolens.

A few repeat orders for Wool

Venetians, Union Cashmeres and Gaberdines have been booked, but

it is too early for the regular

buying for shipment July/August,

1929, to begin. The Woolen

market has opened for the new

season very quietly. At present

the demand is limited to Kwangtung, other centres remaining very

quiet.

Cotton Yarn.

Market continues quiet and we

have nothing fresh to report.

Prices are unchanged. Nominal

quotations are as follows: No.

10s. \$170-188, No. 12s. \$180-193,

No. 10s. \$195-200, No. 20s. \$200-

205. Arrivals nil. Shipments nil.

Sales nil. Unsold Stocks 1,400

bales. Bargains 8,300 bales.

BANK RETURNS.

FIGURES FOR MONTH OF AUGUST.

The returns of the average

amount of bank notes in circulation

and of specie in reserve in

Hongkong, during the month ended

31st August, 1928, as certified by

the Managers of the respective

Banks are:

Average Amount in Reserve.

Chartered Bank 15,109,472 8,000,000

H.K. & Shanghai Bank 45,014,161 84,000,000

Mercantile Bank 1,580,548 60,000

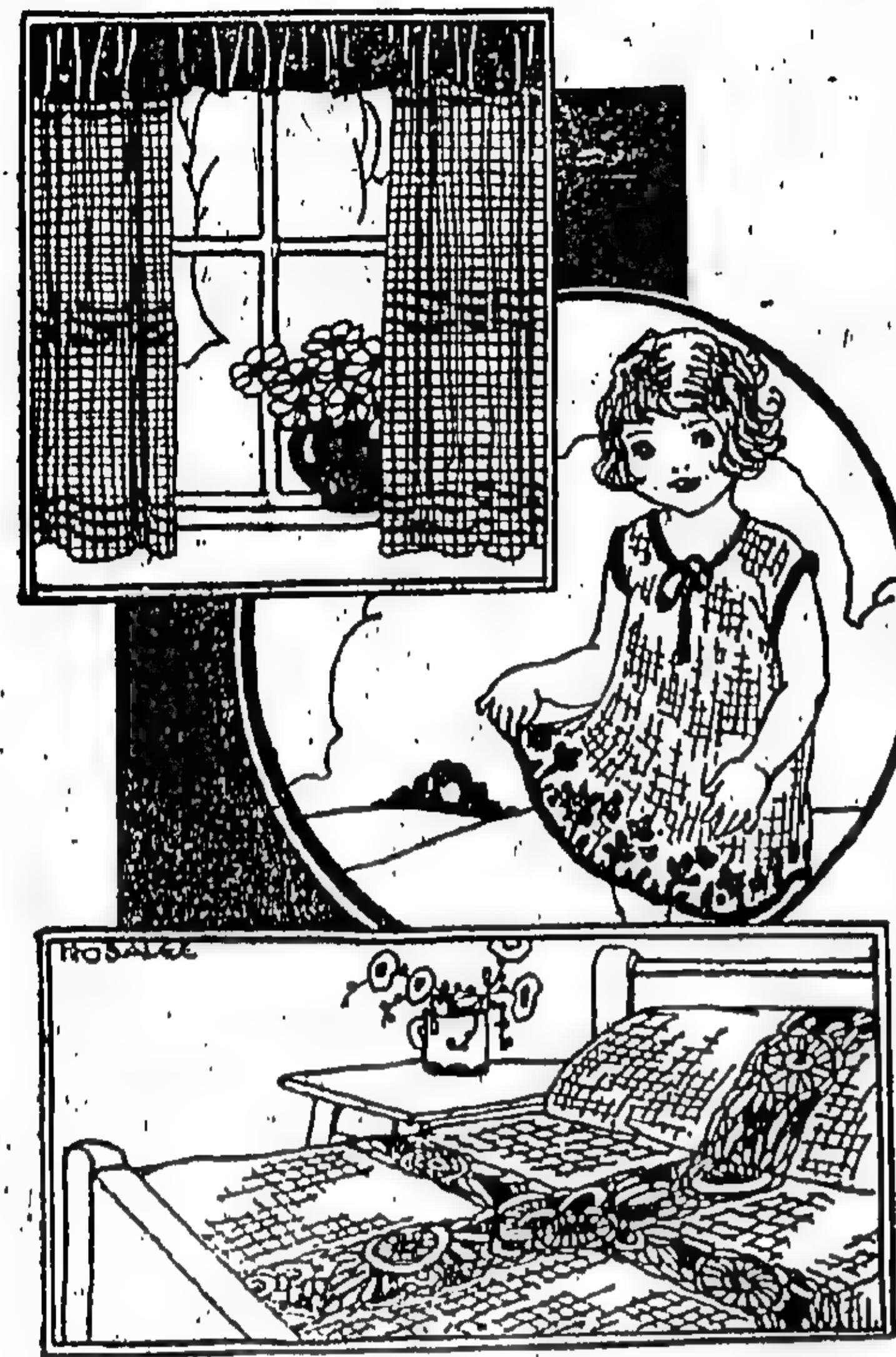
GET IT AT THE
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Fresh stocks constantly arriving.
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Tel. C 402. Tel. C 402.



WOMAN'S

WORLD



The quaint decorations for cottage rooms suggested in the picture were all made from ordinary string dishcloths. Touches of colour were introduced by bright strands of raffia and thick red and orange wools. The child's frock was made of two dish-cloths of large size.

THIS WEEK'S RECIPE.

ABOUT "HORN-RIMS."

SPANISH FROZEN PUDDING.

[By an Optician.]

One cup rice, 1 cup sugar, 2 cups canned peaches, 1 cup whipping cream, milk, few grains salt. Wash rice, well and cook in 2 cups boiling water until water is absorbed. Then add about 2 cups of milk and cook over hot water until rice is tender, adding more milk if necessary. Let cool and add sugar. Stir until sugar is dissolved. Rub peaches through a sieve and add with cream whipped until firm to rice mixture. Add a few grains of salt and stir until thoroughly blended. Turn into a freezer and pack in four parts ice to one part salt. Let stand four hours. If a freezer with a dasher is used turn until mixture thickens. Remove dasher and pack until ready to serve.



Checked materials always make up very smartly, and the band of check at the hem of the skirt—*to match the coat*—is an original touch. The coat is very plain and neat and is easily slipped on over a tailored shirt blouse with collar and tie.

Read Dolls.

Quite a novelty in the little figures we hang in the windows of our saloon cars are quaint dolls made of beads of various sorts and shapes. A good-sized cork may form the body of the doll, and then the head, a big wooden bead; and the arms and legs, alternate oval and round beads, are added, threaded on wire, which is drawn through the cork and secured. Features are painted on the face, and skirt or trousers and head-gear added, and there is your doll.



The dressy blouse, is shown here in a pale peach-colour georgette with a draped scarf for collar and wide sleeves finished with lace ruffles. It is the kind of blouse which could be worn with a satin skirt for afternoon tea.

More Bedspreads.

More silk bedspreads are a novelty which will appeal to the woman who is in search of an original addition to the decorative scheme of her bed-room. They can be made in shades to harmonise with any room, and are trimmed with broderie anglaise and insertions of torchon lace dyed to match.

GROW SLIM.

BY SIMPLE METHODS.

A starvation diet, as has been proved time after time, is not a sure, and certainly not a safe, method of reducing weight. And the reason must be obvious to anyone who gives the matter careful thought.

While the starvation diet is rigidly followed, weight is lost, but the moment it is abandoned, sooner or later it must be, the pounds lost, whether few or many, are quickly regained and generally a few more are added.

In Japan, where it is almost a crime for a woman to be fat, or even what in Europe would be called merely plump, no one ever troubles to diet. The Japanese women take their meals when and what they please, and yet keep slim, youthful-looking figures merely by following three simple rules.

Do Not Drink at Meals.

First they adhere strictly to the dry meal habit. Drinking at meals is the surest way of putting on flesh. It is also very bad for the digestion, and although many people think that those who suffer with a poor digestion are always very thin, such is by no means the case. A bad digestion often makes the sufferer put on weight more rapidly than any other cause. If you would be slim and also physically do not drink at meal-time. To take your meals dry helps the process of digestion, and also prevents the accumulation of fatty tissue.

Drink Between Meals.

Drink at least a quart of cold water every day; if you can, take more, and take it between meals, half a pint at a time, and even after five or six weeks you will notice a difference. You will be slimmer, your eyes will be brighter, and your complexion clearer, and you will feel well physically and mentally.

To preserve the shape of horn-rim frames, don't leave them in the full glare of the sun when out of use. Even the best of tortoiseshell softens and warps quickly under strong sunlight, and although it may be straightened, it is seldom, if ever, as good again.

Then, frequently tortoiseshell loses its colour on account of unnecessary handling. When this happens, a brilliant and lasting polish can be obtained by using a little honey. Apply the honey to the tortoiseshell by means of a soft piece of rag over the finger. Then wipe dry, and finally polish with a piece of old silk.

To preserve the brilliance of new tortoiseshell rub it occasionally with the palm of the hand, and you will be surprised at how long it will keep in new condition.

Tortoiseshell that is made unsightly by scratches may be restored at home with very little trouble. First, rub rouge powder on the affected parts by means of a soft wet rag. Rub evenly, but not too hard, and the marks will gradually disappear. Then polish with a few drops of sweet oil and a leather.

Owing to accident, tortoiseshell rims are frequently broken. A quick, neat, and satisfactory emergency repair may be made by taking a little Canada balsam and heating it gently with a match. When soft, apply a drop to the surface to be joined, clamp the parts together with strong, fine twine, and set aside in a cool place to harden. When the string is cut away, the excess balsam may be easily removed from the tortoiseshell with a sharp knife.

Lastly, in choosing horn-rimmed glasses, take care to see that not only do they fit, but that they are thoroughly comfortable. Special instruments now make it possible to build these rims to be correct down to the minutest detail, so that they will not cause the least discomfort.

Read Dolls.

Quite a novelty in the little figures we hang in the windows of our saloon cars are quaint dolls made of beads of various sorts and shapes. A good-sized cork may form the body of the doll, and then the head, a big wooden bead; and the arms and legs, alternate oval and round beads, are added, threaded on wire, which is drawn through the cork and secured. Features are painted on the face, and skirt or trousers and head-gear added, and there is your doll.

SEA-WATER STAINS.

BOILING MILK AND SODA WILL REMOVE THEM.

However good for human beings, sea-water plays havoc with shoes and clothes, for which reason old footwear or a pair of the charming but cheap rubber-soled shoes so popular this summer are really good enough for the beach.

Brown shoes suffer most from sea-water, and unless the stains are quickly dealt with they become permanent. Common soda and boiling milk will remove recent stains. Dissolve a small knob of soda in an equal cup of boiling milk, and while the mixture is still hot apply it to the stains with a piece of clean, soft rag. Rub well till the sea-water stains disappear. A final rubbing with good white shoe cream will restore the polish.

Rain-water is the cure for sea-water stains on material; tap-water will serve, but it is not so good. The stained part should be spread over a basin and rain-water poured through the stain again and again. This removes the salt. Afterwards press well with a warm iron.

If the fabric is too delicate for the treatment described, the garment should be hung upon a line and the stain gently beaten with a small switch. This knocks out the salt, after which it should be steamed and pressed.

DRINK BETWEEN MEALS.

Drink at least a quart of cold water every day; if you can, take more, and take it between meals, half a pint at a time, and even after five or six weeks you will notice a difference. You will be slimmer, your eyes will be brighter, and your complexion clearer, and you will feel well physically and mentally.

The strained juice of a lemon, taken in a small glass of water, half an hour before the two chief meals of the day, is a great aid in reducing flesh, especially when it has accumulated below the belt.

The Value of Hot Baths.

Hot baths are a great aid in reducing weight if taken systematically, and are far less injurious to one's general health than a starvation diet. It is best to take these baths at night, and if reducing salts are added the results will be more rapid. More hot water should be added as the bath cools, and the "patient" should remain in it for twenty minutes. Take a glass of hot lemon and water after the bath and—then to bed.



Nothing could be smarter and neater for a shopping expedition than an ensemble of this kind. Checked blue gingham was used for the overall-like dress, and the sleeves and vestette were of plain blue linen of a slightly paler shade. Bands of blue appear on the skirt.

FASHION'S LATEST.

TORTOISES SET WITH GEMS.

Gem-set living tortoises are the latest mæcœufs to be carried by the ultra-smart women who cultivate individuality in the choice of their pets.

The transition from the formidable Alsation, with trappings to match the walking suit of "his" owner, to the small tortoise which can be balanced on the hand, is startling, and has aroused much interest at Le Touquet, where women are now buying and carrying the sparkling new pets of summer holiday fashion.

The gems inserted in the shell of the tortoise are tiny—no larger than pin-heads—but they are in multi-colours, and are set in circular design, the living ornament thus making a highly decorative addition to the holiday outfit.

The adoption of these new jewelled pets by women of fashion would seem to be an ingenious feminine way of satisfying the desire for jewels without running counter to the edicts of the dress

"A SENSE OF HUMOUR."

MORE THAN MERE ABILITY TO SEE A JOKE.

Not many people are able to explain what they mean by "a sense of humour." All they know is that a certain combination of incongruous events, real or imaginary—will dissolve them in sudden laughter. The appearance of cat on the stage during Hamlet's soliloquy would strike most people as ridiculous, and appeal at once to what they would describe as their "sense of humour."

Yet the problem of what humour consists in is not quite so easy of solution. There is a world of difference, for instance, between the fact that laughs at a clown who intentionally slips on a banana skin, and the "highbrow" whose mouth twists in a wry smile at some witty sally on the part of his intellectual companion.

A sense of humour connotes something more than mere ability to see a joke. Many a man may relish a good story about a third party, but this is only humour in its crudest form. The true humorist must be able to join in a laugh against himself, to view events as others see them, and to appreciate humour in the absolute, without regard to personalities, as part of the comedy of life itself. In a word, the superlative humorist must have vision.

Woman, it has been said, has no sense of humour. Being fonder of persons than principles, she is supposed to be constitutionally incapable of separating out the ingredients of a humorous situation. Yet everyone has a sense of humour, and woman's humour is usually more subtle and restrained than man's. What strikes him as ingenious and funny may appear to her as something extremely clumsy and boorish. Where woman aspires to civility and wine, man is content with cakes and ale.

It is generally agreed that woman has a more vivid imagination than man, and one would therefore expect her sense of humour to be keener in proportion. It would be if personalities were not allowed to obtrude on her vision. An attempt at humour in the presence of a stranger is likely to be coldly received by a woman, who will curl her laughter at even a good joke out of consideration for the unknown quantity.

Humour, of course, has its limitations. Time, condition, or place may make or mar it. There is usually a psychological moment at which a joke is most telling; if told at any other time, it may lose half its point or fall flat altogether. Again, the success of a humorous effort largely depends upon the state of mind of those who hear it. One who is preoccupied with himself is likely to be unable to appreciate another's folly. Education, too, makes a difference, and there are humorous regions which only the nimblest minds can penetrate.

In humour, place is all important. Nationalities, for example, are not alike in their sense of humour. The vivacious French woman is more capable of humour—and of a different kind—than the phlegmatic German frau, while the simple native wit the Irish woman far outshines her sophisticated English sister.

But women, whatever their nationality, have a sense of humour peculiarly their own. They can see a joke as well as most men, yet at the same time they can see beyond it, and the laughter that rises to their lips is still-born. Woman's humour will sometimes seem unjust and illogical to a man who cannot envisage the motive that lies behind it.

Humour, after all, is relative. Just as what amused the mid-Victorian miss leaves the modern girl cold, so what is diverting to the young woman of to-day will be derided by the girl of to-morrow. Fashion intervenes in humour as in everything else. Women's fashions are constantly changing; the more they ape men, the nearer they may appear to come to man's standard of humour. Yet most of them will always manage to carry a quiet laugh up their sleeves.



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LANE, CRAWFORD'S
LADIES' SALON



LONG HAIR.

WILL IT EVER COME BACK?

Chignons, beloved by women in the days of bustles and long skirts, are stated by hairdressing experts to be coming back.

But these same experts are divided as to the reason for this revival of an old fashion. Some say quite confidently that women have decided in favour of long hair, and the chignon is necessary during the unbecoming transitional stage. Others declare just as emphatically that women will never go back to long hair, and will only use chignons for special occasions, when they want to appear as if they had long hair.

At least 5 per cent. of our women customers are letting their hair grow," the manageress of one firm told a reporter of a Home paper, recently. "Women are tired of short hair, and they want to look more womanly. As a result we are selling a great many chignons. They are being worn while the hair is still growing, and fitted on the back of the head they give the appearance of a full head of hair."

A very different view was given by another expert. "Women will never go back to long hair," she said. "We get a lot of women who think they will. They let their hair grow a bit, and then when they see what they look like have it cut off again. A woman looks her very worst with half grown

hair, chignon or no chignon. The real reason we are selling so many chignons is that women like to be able to look at if they had long hair on certain occasions. Often they wear their hair ordinarily during the day, and when they dress at night put on a chignon or a bunch of curls behind. Some of the evening clothes fashionable at present are better set off by long hair." I think more women might go back to long hair if it were not such an awful ordeal. Once they have had their hair cut they are practically slaves to the fashion."

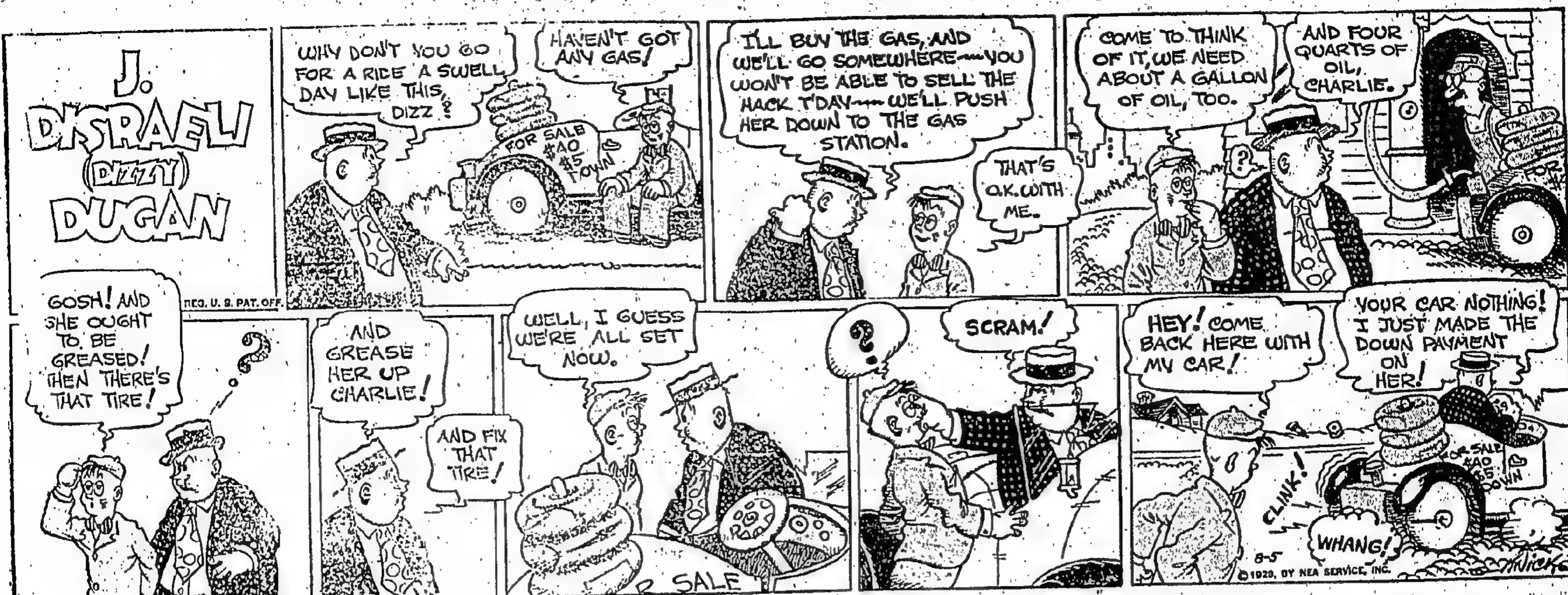
Keep the link between you. Fresh and strong and bright. Be loving, natural, interested. For that's the way to write. Thelma Coombes.

hair, chignon or no chignon. The real reason we are selling so many chignons is that women like to be able to look at if they had long hair on certain occasions. Often they wear their hair ordinarily during the day, and when they dress at night put on a chignon or a bunch of curls behind. Some of the evening clothes fashionable at present are better set off by long hair." I think more women might go back to long hair if it were not such an awful ordeal. Once they have had their hair cut they are practically slaves to the fashion."

A very large handkerchief was used for the fichu collar of this frock; the hem-stitched ends falling in a point at the centre of the back. There is a long narrow handkerchief at the waist to give a sash effect, and another is used to drap

the top of the hat.





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15th Oct.

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D'ARTAGNAN 11th Sept.
ATHOS II 25th Sept.
D'ARTAGNAN 9th Oct.
SPHINX 23rd Oct.
G. METZINGER 6th Nov.
PAUL LECAT 7th Nov.
CHENONCEAUX 21st Nov.
PORTHOS 5th Dec.
ATHOS II 19th Dec.
D'ARTAGNAN 2nd Jan.

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PEER'S £2,500,000 ESTATE.

LD. HAMBLEDEN'S £8,000 A YEAR FOR WIFE.

Unsettled estate valued at £2,500,000 has been left by the late Viscount Hambleden, of Grosvenor-place, S.W., Grosvenor, Henley-on-Thames, and The Manor House, North Boyce, Devon.

Viscount Hambleden, who was head of Messrs. W. H. Smith and Sons, a partner in Coutts and Co., bankers, and chairman of King's College Hospital, died on June 16, aged 60. He left:

£2,000, the use of his house in Grosvenor-place, or on her ceasing to reside there, an additional £5,000, and £8,000 a year to his wife.

£50,000 in trust for each of his younger sons.

£30,000 in trust for each of his daughters.

£1,000 each to his sisters, Emily Anne Dyke-Acland, Helen Seymour, Beatrice Dyke-Acland, and Lady Harroby.

£1,000 to his half-sister, Mary Auber Godington.

£1,000 each to the children of his sisters.

An annualty of £250 to his cousin, Adelade Scott, and £1,000 each to the executors.

He also bequeathed:

£5,000 to Eton College.

£5,000 to King's College Hospital.

£1,000 to William F. H. Baover.

£1,000 to his secretary, Arthur E. J. Legge.

£500 to Herbert Sharpe, clerk, and a number of other legacies to persons in his employ.

The whole of his share and interest in W. H. Smith and Sons is to be offered to his sons at a valuation.

Portraits of the Rt. Hon. Arthur James Balfour, by Alma Tadema, of Lord Knutsford and Lord St. Aldwyn by Cope, R.A., and an oil painting of two dogs by Landseer, are to devolve as heirlooms with the settled estate.

The residue of the property he settled on his eldest son.

TRIUMPH OF THE CIGARETTE.

PIPE BAD SECOND: CIGAR NOWHERE.

The triumph of the facile cigarette over the pipe and the cigar is one of the striking facts revealed in the Tobacco Report of the Imperial Economic Committee, just published.

In 1907 cigarettes accounted for 23.8 per cent. of the total tobacco consumed in this country, as against 71.1 per cent. pipe tobacco and 5.1 per cent. cigars.

In 1924 cigarettes had risen to 58.5 per cent., and pipe and cigars fallen respectively to 40 and 1.6 per cent.

"It is probable that pipe tobacco does not now form more than 36 per cent. of the total tobacco consumption of the United Kingdom," adds the Committee.

The advance of the cigarette in popular favour is not confined to Britain. Throughout Europe consumption now inclines towards cigarettes and the milder varieties of pipe tobacco.

The consumption per head, however, appears to be highest in the

MINERS AND THEIR WELFARE FUND.

VAST SUMS LAVISHED ON "RECREATION."

The Mines Department has just issued a statement of the position of the Miner's Welfare Fund at July 31, 1928.

This statement shows that since the levies for the Fund were started in 1920 the receipts and allocations have been as follows:

Receipts 7,731,721 14 2
Allocations 6,159,264 16 0

£ a. d.

Not allocated .. 1,672,447 17 8

The actual payments, however, have been much less than the amount allocated, and to arrive at the present position of the Fund we must deduct payments only from the receipts. The statement will then be as follows:

Receipts 7,731,712 14 2
Payments 5,470,568 8 1

£ a. d.

In hand 2,261,144 11 1

In April it was suggested that at a time when the mining industry was glamouring for relief, the levies on coal by which the Fund is raised should at least be suspended, that they were a tax on a depressed industry, and that the figures showed that the Fund had huge sums in hand which it hardly knew how to spend.

Playground and Billiards.

At the end of last year the Fund had in hand about £1,750,000. Now that figure has risen to £2,261,144. That is to say, that during the past year it has taken half a million out of the industry, which it does not know how to spend.

Three months ago the coal owners sent a deputation to the Mines Department asking that the collection of these levies should be discontinued, at least until the industry recovered some of its lost prosperity. The answer was that a postponement of the levies, which are imposed by Act of Parliament, was not possible, but that some special consideration might be given to pits found to be in great difficulty.

Most of the money from the Fund has been spent on "recreation," the figure allocated under this head to date being nearly £1,000,000. Playgrounds have been made and equipped, and local miners' institutions have been built.

United Kingdom.

Empire Tobacco.

It is estimated that 37 per cent. of the pipe tobacco consumed in Britain in 1927 consisted of Empire leaf, but only slightly over 1 per cent. of the cigarette tobacco.

Over 250 brands of Empire tobacco and 40 to 50 brands of Empire cigarettes have been placed on the British market.

While in 1914 the annual average

consumption in the United Kingdom was 2.4lb. per head of the population, in 1927, 3.4lb. was consumed, "indicating a rapid increase

due undoubtedly to the extension

of the cigarette habit and to smoking on the part of women."

Whereas the Empire only supplied 7½ millions out of the 223 million lb. imported into the United Kingdom in 1921, it supplied 41 million lb. to the 1927 total of 222 million lb.

It is possible to make a diamond

in the laboratory, but only at the

tremendous cost of £40,000 a carat;

while the natural gem may cost

only from £20 to 200 a carat.

Paris, Aug. 10.

Rubies and other precious stones, except diamonds, may soon be within the reach of the most modest purse owing to the rapid strides

that are being made in the production of synthetic gems, says the New York Herald (Paris edition).

Synthetic precious stones, in all

shades to match the costume, would

seem to have little limit as to size.

Chemical science can make such

faithful reproductions that none

have the most expert and practised

eye can tell the difference.

Strangely enough, it seems that

the genuine gem can often be de-

ected only by its imperfections,

such as are not found in the flaw-

less chemical products. It costs

only 1s. a carat to produce and cut

synthetic rubies; while the natural

gem may be worth as much as £700

a carat, and in the case of rare ex-

cellence a stone of a single carat

may fetch a price as high as

£15,000.

The largest source of synthetic

gems is France, where one carat

in the Paris area, turns out more

than 15,000,000 carats of rubies

and other stones a year—or more

than the amount of all the diamonds

in the United States.

It is possible to make a diamond

in the laboratory, but only at the

tremendous cost of £40,000 a carat;

while the natural gem may cost

only from £20 to 200 a carat.

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PLES, GENOA, MARSEILLES, NEW YORK & BOSTON.

President Van Buren ... Sunday, Sept. 23rd, 8 a.m.

President Hayes ... Sunday, Oct. 7th, 8 a.m.

President Polk ... Sunday, Oct. 21st, 8 a.m.

President Adams ... Sunday, Nov. 4th, 8 a.m.

To Manila

President Jefferson ... Sept. 11th, 6 p.m.

President Grant ... Sept. 15th, 6 p.m.

President Van Buren ... Sept. 28th, 8 a.m.

President Lincoln ... Sept. 26th, 6 p.m.

To Canton

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SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamers.	Sailings.
TO TSINGTAU via SWATOW & SHANGHAI	Kwongsang Hophsing Kwalsang Hangsang	Sun. 9th Sept at noon. Wed. 12th Sept at noon. Sun. 16th Sept at noon. Wed. 19th Sept at noon.
TO KORE via AMOY, KEELUNG, SHAI & MOJI	Fooksang	Satur. 15th Sept at 7 a.m.
TO OSAKA via AMOY, SHANGHAI, MOJI & KORE	Hosang	Fri. 21st Sept at 7 a.m.
TO CANTON	Chiphing	Sun. 9th Sept at 2 a.m.
TO STRAITS & CALCUTTA	Sulsang	Sun. 9th Sept at 3 p.m.
TO TIENTSIN	Chiphing	Tues. 11th Sept at 5 p.m.
TO SANDAKAN	Mausang	Wed. 19th Sept at 3 p.m.

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Excellent 1st class accommodation on through steamers from Calcutta to Japan at the specially reduced return fares of \$175.- to Kobe and \$200.- to Yokohama. Those return tickets are available for 3 months. Further reductions made for parties of not less than 4 adults.

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Motor Vessel "GLENSHIEL" ... 16th Nov.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Motor Vessel "GLENAPP" ... 13th Sept.
Motor Vessel "GLENARTA" ... 27th Sept.
Motor Vessel "GLENSHIEL" ... 28th Sept.
Steamship "GARNARVONSHIRE" ... 14th Oct.
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STEAMER	DEPARTURE HONGKONG	DATE TO SAIL
TAIPEI	In Port	14th September
CHANGTE	10th October	16th October
TAIPEI	6th November	13th November
CHANGTE	7th December	14th December

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3.00 p.m. "WING ON" from Wing Lok Wharf | 3.00 p.m. "SUI AN"

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S. S. "SUI AN"

will depart from the Company's Wing Lok Wharf at 9.00 a.m. and from Macao at 5.00 p.m.

RETURN SALOON PASSAGE FARE: \$5.00

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VESSEL ON FIRE IN LONDON DOCKS.

TURPENTINE PERIL ON NORWEGIAN SHIPS.

Fire broke out in the Norwegian vessel Annavora, (3,824 tons) in the West India Docks shortly after 3 a.m. on Aug. 14th, and although more than twenty fire engines were quickly on the scene, it was found necessary to flood the vessel. The fire was extinguished by 5.40 a.m. after hundreds of tons of water had been poured into the vessel.

The Annavora, which carried a cargo of turpentine, resin, and

timber, reached the West India Dock about 1 a.m. from New York.

The discovery of the fire two hours later was made by a member of the crew, who noticed smoke coming from No. 2 hatch and gave the alarm. While the fire brigade call was being circulated the officers and crew of the ship attacked the flames with a hand pump.

Considerable damage was done to some of the timber, but when the firemen arrived they were successful in preventing the flames reaching the turpentine, although their task was rendered difficult by the thick volumes of smoke from the burning wood. Two fire boats helped to fight the flames.

Other vessels, which stretched the whole length of the dockside, were for a time in some danger.

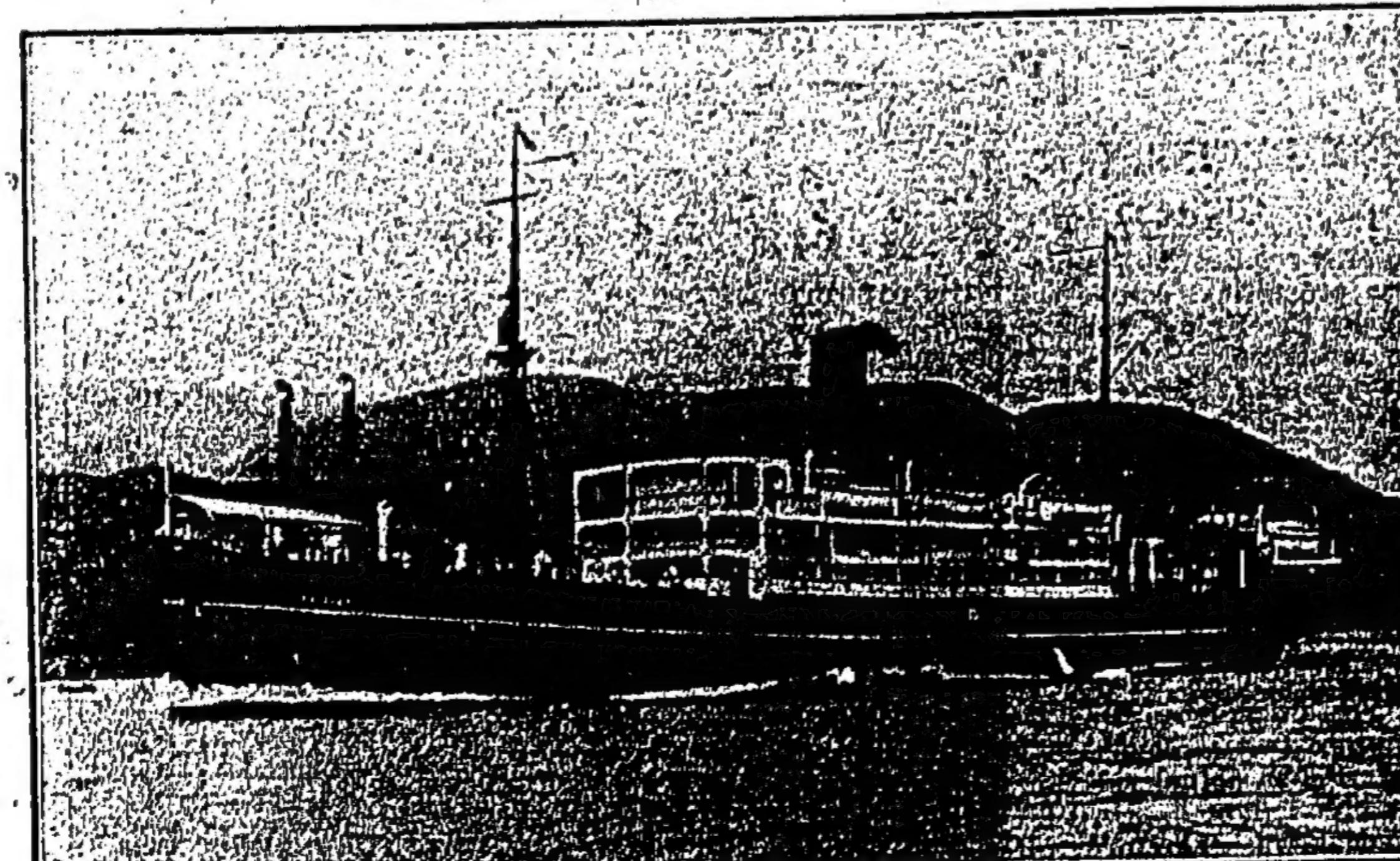
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S. S.	Tons	From Hongkong (about)	Destination
*KALYAN	9,114	15th Sept.	M'sles, L'don, A'werp & Hull
*KASHGAR	9,005	29th Sept.	M'sles, L'don, A'werp & Hull
*MIRZAPORE	6,715	12th Oct.	Straita & Bombay
MOREA	10,953	13th Oct.	Marseilles & London
*Cargo only.		*Calls Casa Blanca.	

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. E. C. Co.

BRITISH INDIA-APCAR SAILINGS

TILAWA	10,006	10th Sept. 3 p.m.	S'pore, Penang & Calcutta
*GAMBADA	5,307	20th Sept.	S'pore, Penang & Calcutta
TAKADA	6,949	1st Oct.	S'pore, Penang & Calcutta
TALAMBA	8,018	13th Oct.	S'pore, Penang & Calcutta

*Cargo only.

B. I. ApCar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	28th Sept.	Manila, Sandakan, Thura, Cebu
ARAFUWA	6,000	2nd Nov.	Island, Townsville, B'ban

TANDA 6,656 30th Nov. Sydney and Melbourne.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

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The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

TAKADA	5,949	8th Sept. 6 p.m.	Amoy, Shai, Moji, Kobe & Osaka
MOREA	10,953	14th Sept.	Shai, Moji, Kobe, Yoko

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

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Muroran Maru ... Sunday, 9th Sept.

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LIGHT AEROPLANE SUCCESS.

BRITISH MACHINE MAKES A 5,000-MILE FLIGHT.

SPANIARD'S FEAT.

London, Sept. 7.—Senor Ogara, a Spanish officer on leave, accompanied by a Civilian, arrived at Croydon this week, after having made a 5,000-mile tour of Europe in a British light aeroplane—an Avro-Argus, fitted with a Cirrus Mark Two engine, in a little over a month.

The machine, which is of the same type as that in which Squadron Leader Hinkler flew to Australia, was one of three delivered.

Senor Ogara flew along the Mediterranean coast to Italy, Sicily and Constantinople, then struck north-eastward through the Balkans to Vienna, went on to Prague, flew through Berlin and finally made his way to London via Amsterdam.

Throughout the tour the airmen had no mechanical trouble, and their effort has aroused considerable interest in Spanish air circles. They both speak very highly of British workmanship and design, and either to-day or to-morrow they will leave Croydon again for Paris on their way to Spain. *British Wireless.*

OPIUM SMUGGLERS' INGENUITY.

DRUG CLEVERLY HIDDEN BY ARRESTED MEN.

Arrests made yesterday by members of the Revenue and Police Departments reveal the extreme ingenuity which is now being employed by opium smugglers.

On the Ho! Ho! Wharf a Chinese, who had every appearance of being a prosperous business man, being clad in silk clothing, was arrested for possession of seventy taels of raw opium. The drug was skillfully-padded inside a silk waistcoat. Ordinarily a padded garment is stuffed with cotton, but in this instance the man made a waistcoat of waterproof paper which he padded with raw opium. Over this was a layer of silk, and unless one took particular pains to examine the waistcoat, it would be difficult to notice the difference in the "feel" of an ordinary waistcoat and the opium-filled one.

At the Chitt On Wharf, Revenue Officers seized a man who had on him nineteen taels of prepared opium concealed on various parts of his body.

At How Wo Street, an astute Chinese constable effected the arrest of a man who was carrying on fewer than 108 taels of opium. The arrested man had the appearance of a coolie and the opium was so done up that it had the appearance of a sack of old clothing. To give this impression, the "coolie" was carrying the bundle in a carelessly sort of way and rags were sticking out from it. Perhaps it was the manner in which the bundle was carried that roused the constable's suspicion and led to the discovery of the contents.

A boy of eleven was stopped in Eastern Street yesterday and, when searched, was found to be carrying twenty taels of prepared opium, concealed in a girdle. He will be charged in due course.

EX-KAISER'S FARMS RESTORED.

SOUTH AFRICA HANDS BACK PROPERTIES.

IMPORTANT DECISION.

Windhoek, Sept. 7.—The ex-Kaiser's application to recover certain properties confiscated in 1920 by the Union Government has succeeded.

The property consists of only two farms of comparatively little value, but the case is important as it is understood that the success in the proceedings will be followed by similar applications from other countries, notably Poland.

Judge Grundley Ferris, in giving judgment, held that Section 237 of the Treaty of Versailles, by virtue of which the property was confiscated, only referred to actual ruling sovereigns.

The Government was therefore interdicted from disposing of the property, and the Registrar of Deeds has been ordered to restore the land of the Royal House to the owners of the farms.

Reuter.

Yesterday's return of notifiable diseases shows three cases of typhoid and one of small-pox. All were Chinese.

GRAND TATTOO SCENES.

HISTORIC EPISODE RECALLED.

DEPICTING THE SURRENDER OF EDINBURGH CASTLE.

OBJECTS OF TATTOO.

One of the most picturesque scenes which will be witnessed at the Grand Tattoo which takes place at Sookumpon on October 4, 5 and 6 will be the "Changing of the Guard" in the semi-final episode "The Surrender of Edinburgh Castle 1689."

When the Lowland and English troops, led by General Hugh Mackay, appear before the Castle gates, they will be received by the Highland Quarter-Guard of the Castle with the usual formal compliments, but the gates will remain ominously closed.

Thereupon, General Hugh Mackay will, in stentorian tones, in the name of King William and Queen Mary, call upon the Governor of the Castle, the Duke of Gordon, to surrender the fortress.

Handing Keys Over.

The Gates will then be thrown open and the Duke of Gordon will emerge. He will be received with a "General Salute" by the Lowlanders and will formally hand over the keys of Edinburgh Castle to General Mackay. The troops will then enter through the gates and climb the steep slope to the towers.

When the last man has passed into the Castle, the ceremony of "Changing the Guard" will be enacted in the arena before the Castle Gates. It will be much the same ceremony as may be seen daily at the changing of the Royal Guard at St. James Palace, London, which always attracts such a multitude of onlookers.

Picturesque Drills.

The drill used in changing guard in 1689 does not differ materially from the similar ceremonial drill of to-day, but the scene will gain in picturesqueness by the fact that both guards will be in the authentic full dress of the period.

The Duke of Gordon's guard will be impersonated by members of the Scottish Company, Hongkong Volunteer Defence Corps, while the Lowland Guard will be furnished by the 25th Foot. (The King's Own Scottish Borderers).

The uniform worn by the latter guard is copied exactly from a coloured print of the period in the possession of the Regiment.

Tattoo Objects.

It is interesting to note that the proceeds of the Grand Tattoo are to be shared by Military charities of the units taking part and by the Naval and Military Y.M.C.A.

Perhaps it is not generally known that military units have charitable funds to which serving members of the units subscribe.

The funds thus accumulated are used in settling men in civil life when their Army service is completed and also in the care of their dependents. The famous Aldershot Tattoo was originated with the object of augmenting these funds which are never sufficient to meet all calls on them.

The work of the Naval and Military Y.M.C.A. in Hongkong is well

BURIAL OF L.55 VICTIMS.

IMPRESSIVE SCENES MARK THE FUNERAL.

TRIBUTE TO SOVIET.

London, Sept. 7.—There were impressive and moving scenes at Ilford Cemetery, Portsmouth, to-day, when, with full naval honours, the remains of forty-two officers and men of the British submarine L.55, which was sunk in the Baltic nine years ago, were interred.

Gun carriages and motor lorries carried the coffins and wreaths, and behind the principal mourners—the widows, fathers and mothers of the victims—were representatives of the Navy, Army and Air Forces and the Naval Attachés of France, Italy, the United States, Argentina, Peru, Japan and Estonia.

The Admiralty representative was Vice-Admiral Haggard, the Fourth Sea Lord. There were over 1,000 officers and men in the procession. Owing to the impossibility of the individuals being identified, no name was engraved on any one of the coffins.

Captain Dearing, of the merchant steamer *Truro*, which brought the bodies from Kronstadt to Reval, in an interview with a Press representative speaks highly of the attitude of the Russian authorities in connexion with the embarkation of the bodies. He says:—"Not though the bodies had been those of their own honoured dead, could the Russians have paid them greater honour and courtesy. It was a remarkable tribute to the tradition of the sea in honouring the gallant dead, irrespective of the nation to which they belong."

British Wireless.

K.O.S.B. CANTON DETACHMENT.

ENJOYABLE RECEPTION AT SHAMEEN.

Shameen, Sept. 6.—A very enjoyable little reception was arranged in the Canton Club Theatre yesterday evening by the men of the Canton Detachment of the King's Own Scottish Borderers.

The proceedings opened with a *Whist* Drive, the first prize for ladies going to Miss Marguerite Hogg, and for men to Privates Nelson and Martin (tied).

The *whist* drive was followed by an informal dance which, in spite of the great heat, was much enjoyed by all present. During the dancing there were some exhibition "Four-some" and "Eight-some" Reels which were very well done indeed.

During the afternoon there was a football match, England v. Scotland. This resulted in a draw of two goals each. F. E. W. Lammot and J. Linaker scored for England and Private Dougherty both goals for Scotland.

The present centre in the City hall has displaced the old "Cheer O" and "The Better 'Ole" centres inaugurated last year when additional troops arrived in Hongkong. Funds for the early work were generously provided by local residents and the Y.M.C.A. National Headquarters, but for the continuance of the work funds are necessary.

East Side—West Side!

THE FASCINATING story of a boy's struggle for success in the heart of a great city—A drama of New York covering every phase of the city's life from the Ghetto to the mansions of Fifth Avenue!

TITANIC

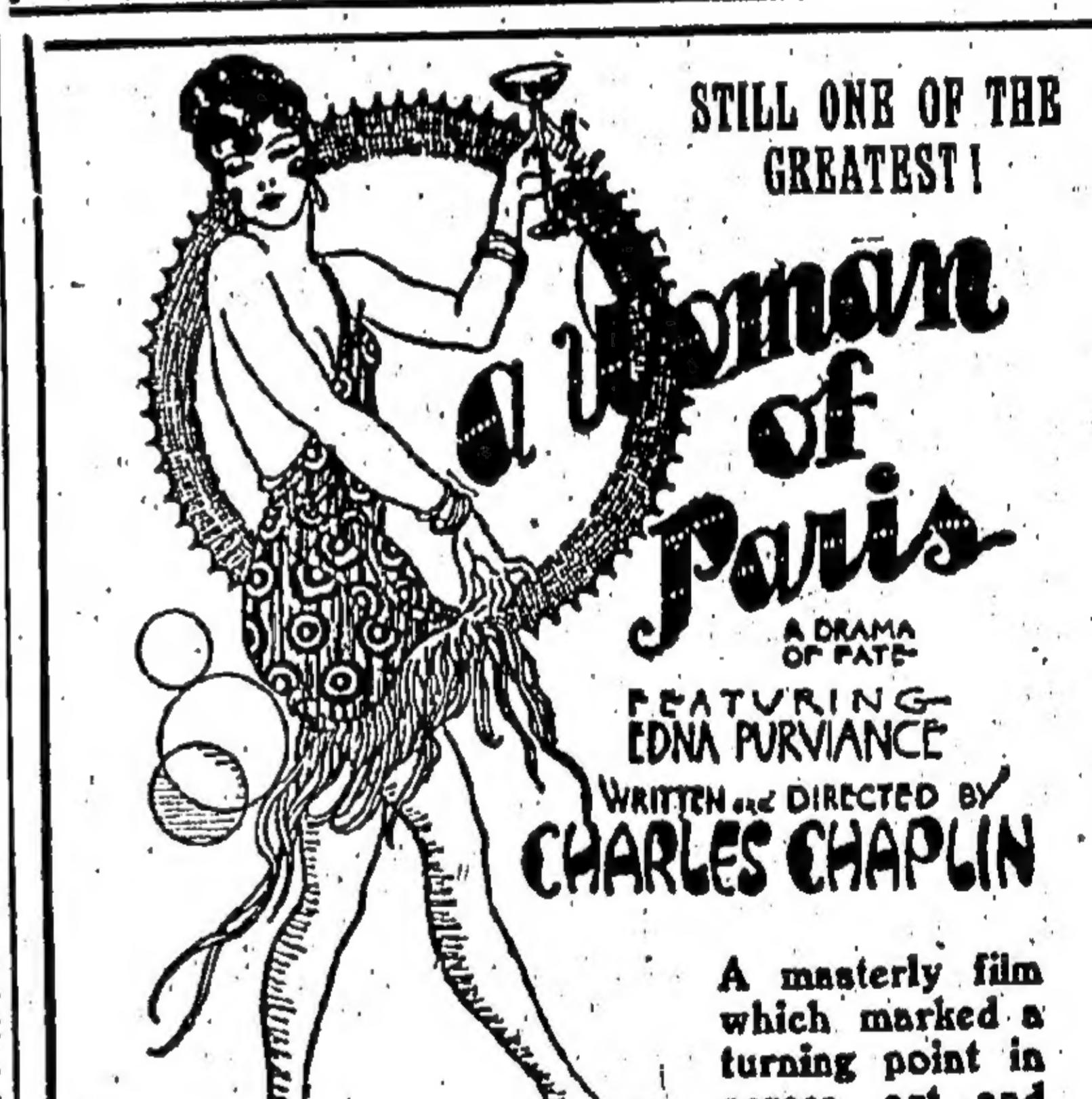


With GEORGE O'BRIEN VIRGINIA VALLI & J. FARREL MACDONALD

TREMENDOUS SCENES showing the wrecking of a river barge by a big tramp steamer and the sinking of a great ocean liner after crashing into a monster iceberg!

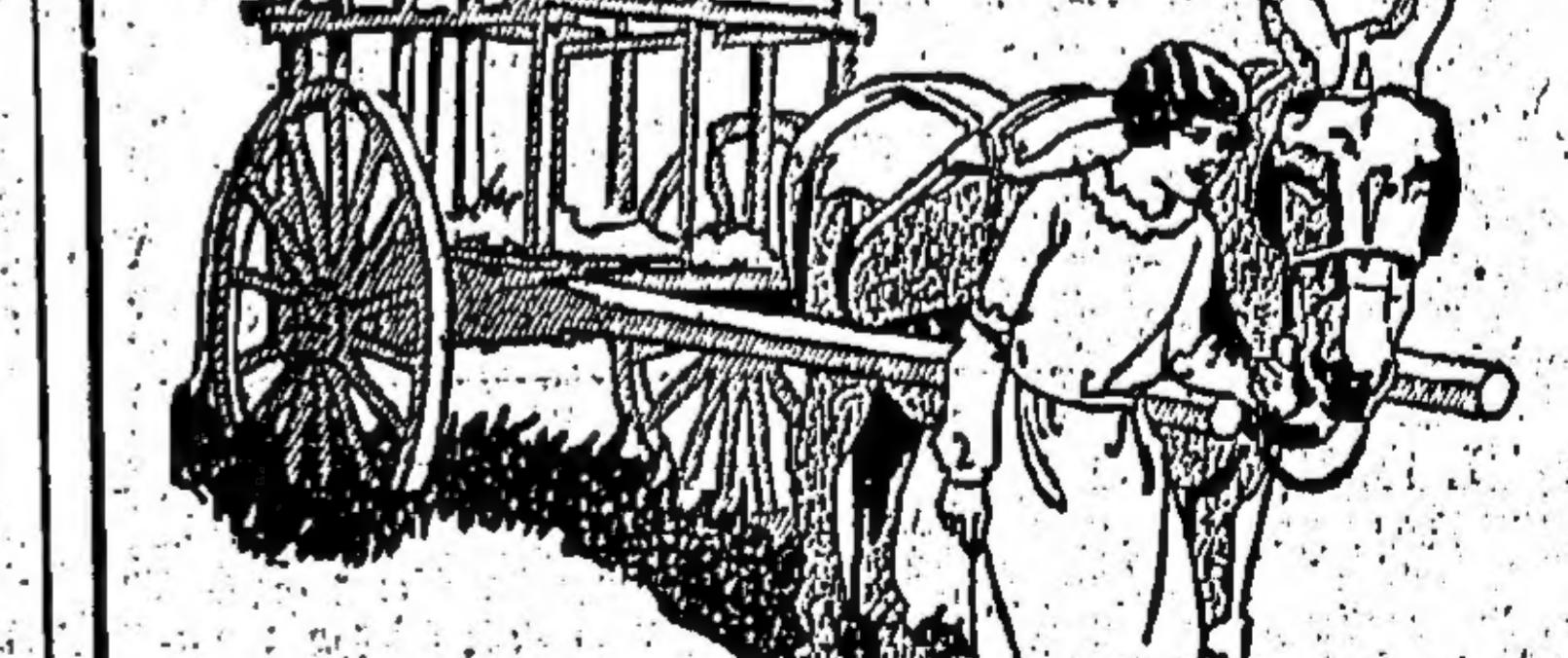
Romance—Drama—Thrills—Spectacle

AT THE QUEEN'S FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.



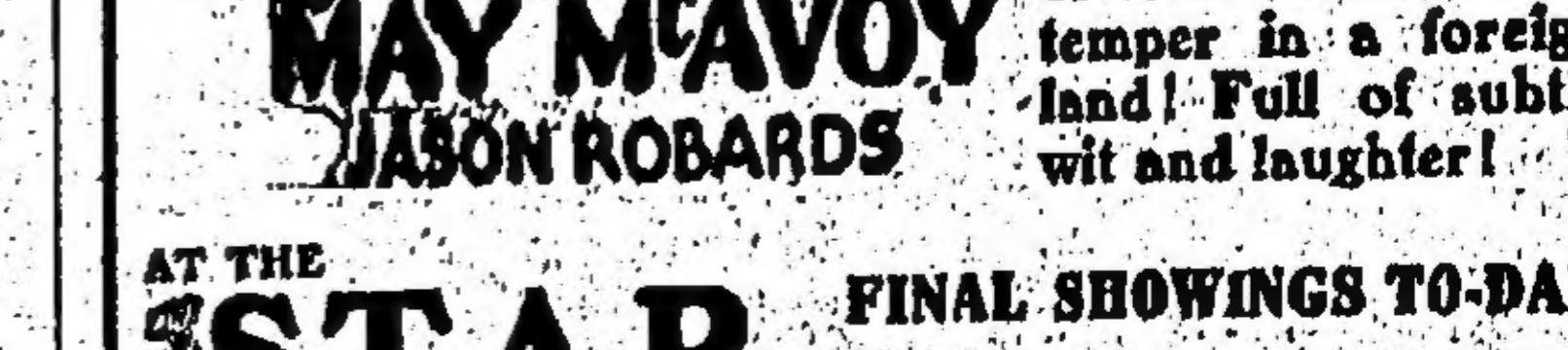
STILL ONE OF THE GREATEST!
A masterly film which marked a turning point in screen art and can be seen again and again!

AT THE WORLD FINAL SHOWINGS TO-DAY
Orchestra 5.15 & 9.20
Interpreter 2.30 & 7.15.



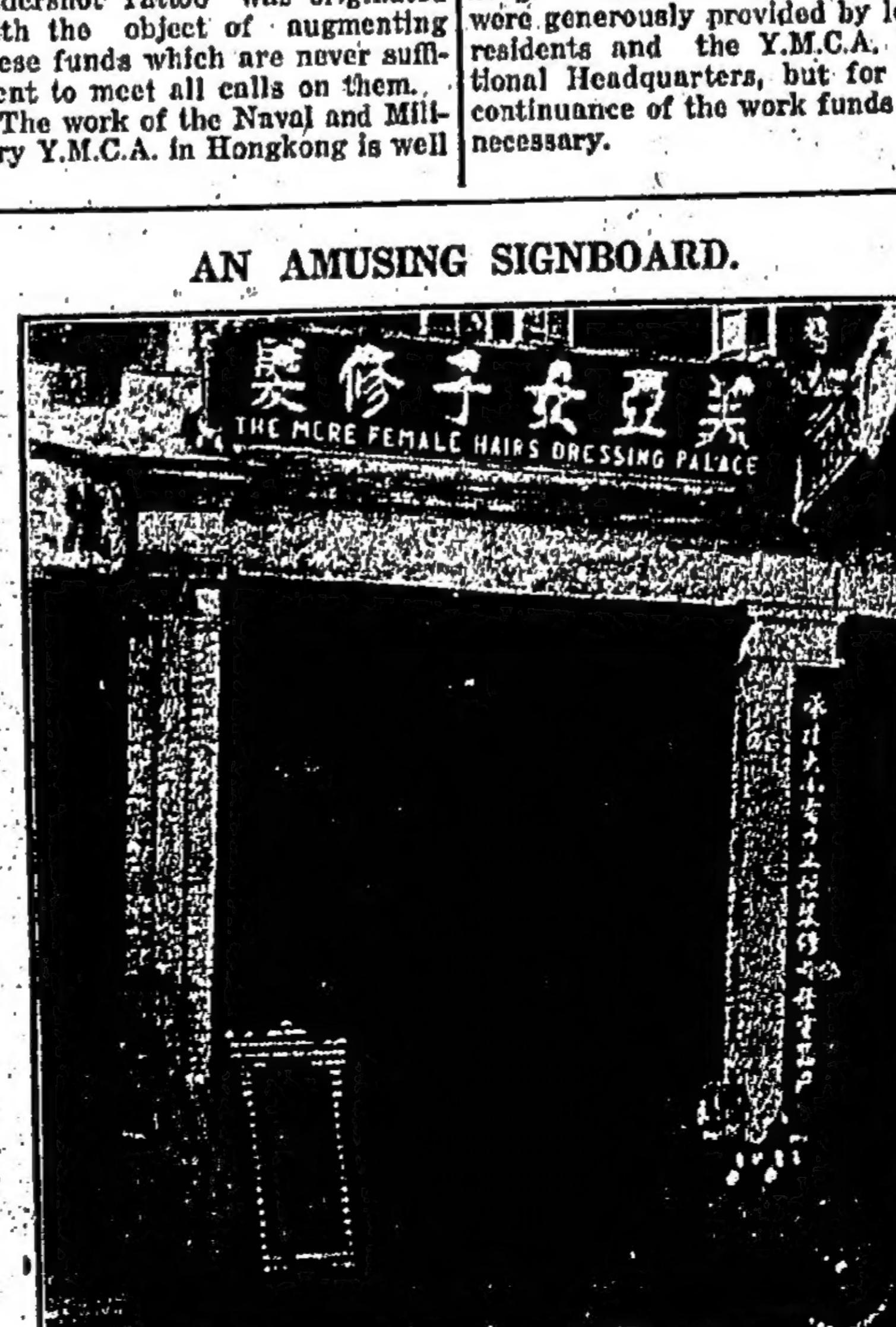
IRISH HEARTS
with
MAY MCVOY
JASON ROBARDS

FINAL SHOWINGS TO-DAY
Continuous 2.30 to 11.15.



STAR FINAL SHOWINGS TO-DAY

Continuous 2.30 to 11.15.



An amusing signboard at a new barber shop opened in Canton. It reads: "More Females Hair Dressing Palace."